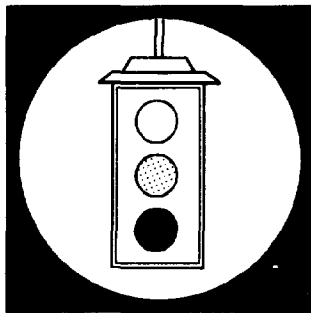
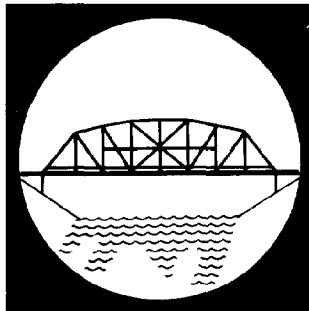


# Highway and Bridge Improvement Program

Maine Coastal Zone Management Program



COASTAL ZONE  
INFORMATION CENTER



MAINE DEPARTMENT OF TRANSPORTATION

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JANUARY 1979

# TRANSPORTATION NEWS RELEASE

from the MAINE  
DEPARTMENT of TRANSPORTATION  
TRANSPORTATION building  
AUGUSTA, MAINE 04235  
Tel. 289-2672

RELEASE: Noon - Friday, February 9, 1979

## HIGHWAY AND BRIDGE IMPROVEMENT PROGRAM

Fiscal Years 1980 through 1983

The Commissioner of the Maine Department of Transportation, Roger L. Mallar, today announced a Highway and Bridge Improvement Program for the four-year period beginning July 1, 1979. The Program has been submitted to the 109th Maine Legislature to describe the effort to be included as a part of the proposed allocation of Federal and State highway funds for fiscal years 1980 and 1981, specifically, with a forward look toward upcoming work in fiscal years 1982 and 1983.

In a major departure from previous programs, THIS PROGRAM COVERS A FOUR-YEAR PERIOD ALTHOUGH FUNDING IS REQUESTED FOR ONLY THE FIRST BIENNIUM. Additional funds will be required in two years to fully implement the program. A four-year program has been developed for a number of reasons. The increasing cost of construction makes funding of major projects possible only in a time period expanded beyond the traditional two-year effort. Secondly, the development process from inception to opening to traffic for highway construction projects can take up to four years or more and the additional lead time is expected to be effective in providing savings in manpower,

time and other resources. Most importantly, larger projects can be developed by grouping adjacent projects resulting in greater efficiencies and economy. Preliminary engineering activities can be more efficiently accomplished. Contractor mobilization costs should be reduced resulting in savings in construction costs, and project inspection costs should be reduced. This is especially true in remote areas. Finally, although funding is requested for only the first two years, the relationship to continuing efforts is clearly visible.

The major emphasis of this program is to improve or replace many critically deficient bridge structures throughout the state. For example, major bridges slated for reconstruction or rehabilitation include Covered Bridge in Presque Isle, Main River Bridge in Addison, the Deer Isle - Sedgwick Bridge, the Bingham - Concord Bridge, the Hinckley Bridge spanning the Kennebec River between Clinton and Fairfield, the Martin Point Bridge between Portland and Falmouth, the Walker Bridge on U.S. Route 302 in Fryeburg, Turner Bridge on Route 4 in Turner and North Bridge between Lewiston and Auburn.

The Bridge Replacement and Rehabilitation Program is a comprehensive effort which includes not just the longer structures just mentioned but smaller spans on minor, local roads. The bridges included in this program are complimented in related programs such as the Bridge Act and Town Way Bridge programs, which are designed to provide substantial assistance to communities with structures on the State Aid and Town Road Systems.

Municipalities generally initiate projects under the Bridge Act Program, costs are shared among the community, county and State Department of Transportation on a sliding scale depending upon the cost of construction and local valuation. In certain cases, federal funds may be used to reduce the amount of shared cost. Many communities continue to avail themselves of this opportunity and activity under the program has resulted in the replacement of an average of 24 additional bridges per biennium.

A future program document will detail the number, location and cost of Town Road Bridges included under this Bridge Replacement and Rehabilitation program.

In addition to the bridge effort the Department continues its strong emphasis on major resurfacing projects directed towards preserving and improving the existing highway system. Several reconstruction projects on the existing system are included where resurfacing would not be cost effective.

The four year effort completes the basic elements of the Interstate System within the State of Maine. The first biennium completes the remaining 5 mile gap of four-laning between Oakfield and Smyrna, completes the financing of I-195 in Saco and finances approximately one-half of I-395 in Bangor-Brewer. The second biennium looks forward to providing the remainder of funding for I-395 and finishes the Yarmouth-Freeport section. Interstate resurfacing and safety projects at selected locations are also included.

In addition to Interstate and Bridge programs, many improvements are associated with key highway facilities providing direct service to and from major regions of the State. Examples of this are U.S. Route 1 and Route 11 in Aroostook County, the "Airline" (Route 9 between Bangor and Calais), U.S. Route 1 in the mid-coast and Washington County areas,

U.S. Route 1A in the Winterport area, the U.S. Route 201 corridor from Fairfield to the Canadian Border, Route 5 through the Cornish area, Route 17 from Mexico to Rangeley, Route 4 in Sanford and several locations between Auburn and Rangeley, and U.S. Route 302 between Windham and Fryeburg.

A new Mars Hill Bypass is included to improve traffic service along the U.S. Route 1 corridor serving northern Aroostook County. New facilities are also included in Biddeford and Gorham to serve as urban bypass routes.

Activity on the Westbrook Arterial, a major highway facility linking Westbrook and Downtown Portland has been resumed, with provision for an Environmental Impact Study and determination of location included.

Safety improvements aimed at elimination of proven hazardous locations include intersection treatments, both urban and rural, improving sight distances, and other traffic operational measures, often signalization or signalization adjustments.

The bikeway program continues its expansion with several bikeways planned in key locations throughout the State.

A number of projects stem from cooperative efforts with local communities and have resulted in joint projects designed to meet mutual objectives. Examples include Downtown Biddeford, Pittsfield, Bangor, South Portland and continuing cooperative work in the urbanized areas of Portland and Lewiston/Auburn. A project specifically designed to improve air quality in Downtown Bangor is also included in the program.

The State funds required to provide for full utilization of available federal funding and finance the two-year immediate biennial program amount to \$23.2 million. The program also assumes  $\frac{1}{2}$  non federal monies will be provided by localities of 5,000 or more population for highway projects on the Federal Aid Primary and Urban Systems within their urban boundaries, excluding bridge projects and preliminary engineering efforts.

The Highway and Bridge Improvement Program is based on the following qualifications:

1. That both federal and non-federal funds will be available for improvements in accordance with the following table:

FY 1980 and 1981

PROGRAM FUNDING SUMMARY

<u>System</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>Local Funds</u>	<u>Total</u>
Interstate	\$36,950,000	\$ 4,566,700		\$ 41,516,700
Interstate -3R	1,892,000	699,600		2,591,600
Bridge R/R	10,743,000	3,030,000		13,773,000
Primary	21,266,000	7,756,000	\$ 109,400	29,131,400
Secondary	9,664,000	3,574,300		13,238,300
Urban	7,780,000	1,546,400	1,331,000	10,657,400
Economic Growth	942,000	348,400		1,290,400
Safety	3,680,000	454,600		4,134,600
Public Lands	900,000			900,000
State		1,224,000		1,224,000
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	\$93,817,000	\$23,200,000	\$1,440,000	\$118,457,400

Also, a comparable amount will be required in the second biennium.

2. That plans for projects involving the use of federal funds will be approved by the Federal Highway Administration.
3. That local communities will continue to be willing to provide one half of the non-federal share for Federal Aid Primary and Urban Projects in urban areas, as indicated in the program.
4. That construction materials, contractors services and engineering manpower will be available to carry out the programs.

5. That coordinated efforts with towns, cities, utilities, other state departments and other agencies are executed satisfactorily.
6. That items in this program are established as a part of the Department's continuing highway and bridge improvement program and, due to changes in costs or other unanticipated changes, it may be necessary to transfer an improvement proposal from one biennium to another.
7. That the amounts and mileages indicated for each proposal are approximate, in 1978 dollars, and may be increased or decreased as final plans and scope adjustments are developed and as construction bids are received.
8. That the outline for each proposal does not necessarily represent the scope of individual contracts, but only the estimated cost for the proposal indicated.
9. That a basic underlying assumption of the four-year program is that future funding for the second biennium will be forthcoming at the appropriate time, although not included in the present request for funds.

#### READER'S NOTE

As an aid to the reader, please note that projects included in the program and starred with one asterisk (\*) are associated with the first biennium, fiscal years 1980 and 1981. Those starred with two asterisks (\*\*) indicate preliminary engineering and partial construction in the first biennium and those with no asterisks indicate preliminary engineering in the first biennium and the remainder of project funding anticipated to be provided in the next biennium, fiscal years 1982 and 1983.

The Department intends to carry out highway programming every two years in order to provide a continuously identified four-year effort.



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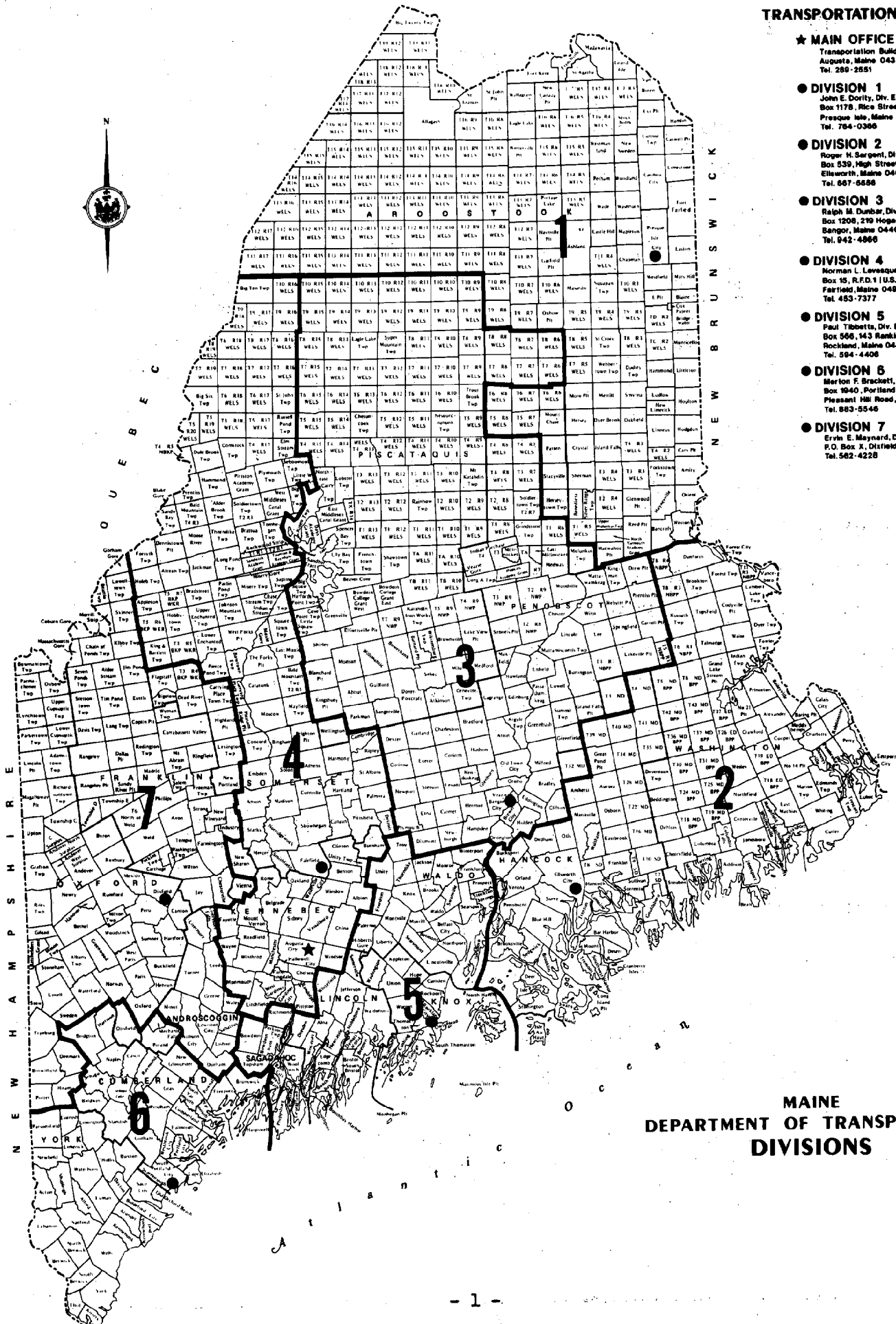
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# MAINE DEPARTMENT OF TRANSPORTATION DIVISIONS





PROPOSED HIGHWAY AND BRIDGE IMPROVEMENT PROJECTS  
1980 through 1983 Program

DIVISION I  
(COUNTIES - Aroostook and Portion of Penobscot)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
1	Benedicta	Interstate	95	95		\$ 900,000
	Construction of an interchange at the Casey Road to facilitate the movement of southbound traffic.					
2**	Herseytown-Benedicta-Sherman	Interstate 3R	95	95	9.65	1,450,000
	Additional pavement thickness on the northbound lanes. Beginning 0.28 mile southerly of the Casey Road in Benedicta and extending northerly.					
3	Herseytown to Houlton	Interstate	95	95	39.80	3,980,000
	Safety, miscellaneous and other improvements including additional pavement thickness on the northbound and southbound lanes. Beginning at the TLR6 - Herseytown town line and extending northerly to the Canadian Border.					
4*	Houlton	Interstate	95	95		1,000,000
	Construction of an information center and rest area at the U.S. Route 1 Interchange.					
5*	Oakfield-Smyrna	Interstate	95	95	4.77	4,100,000
	Completes construction of additional 2 lanes to provide a 4 lane divided highway between the Oakfield Road Interchange in Oakfield and the U.S. Route 2 Interchange in Smyrna. This project will provide a 4 lane divided highway facility from the Brunswick area northerly to the Canadian Border at Houlton.					
6	Caribou	Bridge	89	56	Bridge	100,000
	Rehabilitation of the deficient Otter Brook Bridge substructure to control severe erosion, located 0.76 mile easterly of U.S. Route 1.					
7	Hamlin	Bridge	165	332	Bridge	205,000
	Replacement of the deficient Hammond Brook Bridge located 0.63 mile southerly of the Van Buren town line.					

DIVISION I (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
8*	Houlton	Bridge	U.S. 1	1	Bridge	\$ 260,000
	Rehabilitation of the deficient Old Iron Bridge deck over the Mednuxnekeag River located 0.05 mile northerly of Bangor and Main Streets.					
9*	Houlton	Bridge	Columbia Street	3870	Bridge	150,000
	Replacement of the deficient Pearce Brook Bridge located 0.10 mile westerly of Court Street (U.S. 1). This project (on town way) is contingent on one-half of the non-federal share being provided by the local community.					
10*	Presque Isle	Bridge	U.S. 1	50	Bridge	3,095,000
	To supplement funds for item 7-A, 1978-79 program. Funds are provided for the replacement of the Covered Bridge over the Aroostook River located 0.08 mile southerly of State Routes 164 and 210. Total funds available \$3,500,000.					
11	St. John	Bridge	161	341	Bridge	80,000
	Replacement of the deficient Sinclair Bridge over Wheelock Brook located 4.80 miles westerly of the Fort Kent town line.					
12**	Blaine-Mars Hill	Primary	U.S. 1	50	3.10	3,000,000
	Funds are provided for the construction of a bypass of Mars Hill. Beginning 0.50 mile southerly of the Blaine-Mars Hill town line and extending northerly. This project is intended to reduce north-south travel time and to improve traffic service to and from Aroostook County.					
13*	Caribou	Primary	U.S. 1	50	1.29	325,000
	Resurfacing and safety improvements. Beginning at the junction of U.S. Route 1-A and extending northerly to the northerly junction of State Route 89. This project is contingent on one-half of the non-federal share being provided by the local community.					
14*	Caribou	Primary	89	56	4.80	600,000
	Resurfacing and safety improvements. Beginning at U.S. Route 1 and extending easterly to the Westgate Road.					

DIVISION I (Continued)

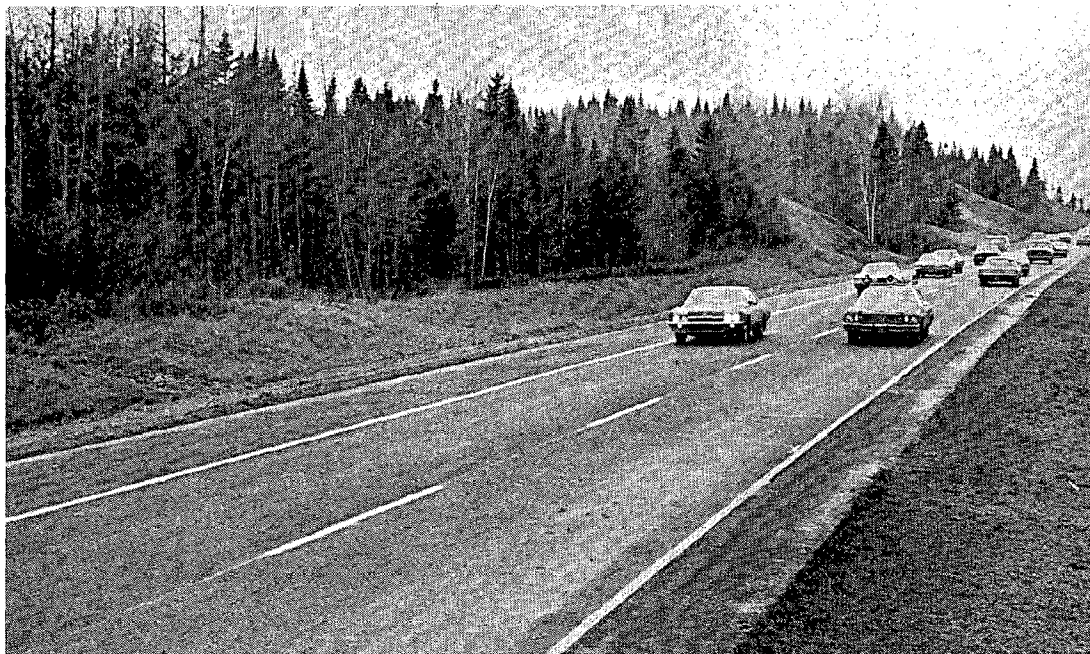
Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
15*	Fort Fairfield	Primary	Unnumbered	52	0.90	\$ 400,000
	Improvements to a deficient roadway. Beginning near the intersection of State Route 167 at the end of recent improvement and extending easterly to improvements to be accomplished under item 5-B, 1978-79 program. This completes improvements allowing reassignment of State Route 167.					
16	Houlton	Primary	U.S. 2	50		225,000
	Traffic operational improvements at the junction of Kendall Street and Bangor Street at Union Square. This project includes removal of the rotary, other roadway modifications and installations of traffic signals. This project is contingent on one-half of the non-federal share being provided by the local community.					
17*	Limestone	Primary	89	56	1.70	210,000
	Resurfacing and safety improvements. Beginning 2.58 miles easterly of the Caribou town line (at the Eastgate Road) and extending easterly 1.40 miles; thence, beginning 0.57 mile westerly of State Route 165 and extending easterly 0.30 mile to Main Street (Compact Urban Line).					
18	Monticello	Primary	U.S. 1	50	0.50	320,000
	Improvement of deficient roadway including construction of an additional lane to allow passing of slow moving or turning northbound vehicles. Beginning 2.40 miles northerly of the Littleton town line at the end of recent improvement and extending northerly.					
19*	New Canada-Fort Kent	Primary	161	54	0.90	640,000
	Improvements to severe horizontal and vertical curves. Beginning 3.10 miles northerly of the T17R5 town line and extending northerly.					
20*	Presque Isle	Primary		50		50,000
	Preliminary engineering for additional evaluations of a possible bypass on the westerly side of Presque Isle.					
21*	Van Buren	Primary	U.S. 1	50	0.50	250,000
	To supplement funds for item 9, 1978-79 program. Improvements to a portion of Main Street beginning at the end of recent construction (0.73 mile northwesterly of State Street) and extending northwesterly. Total funds available \$550,000.					
22	Caswell	Secondary	165	332	1.00	470,000
	Improvements to a deficient roadway. Beginning 3.45 miles northerly of the Limestone town line and extending northerly.					

DIVISION I (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
23 *	Dyer Brook Improvements to a deficient roadway. Beginning 4.13 miles northerly of the Island Falls town line and extending northerly.	Secondary	U.S. 2	319	0.87	\$ 350,000
24 *	Eagle Lake- Wallagrass To supplement funds for item 16, 1978-79 program. Elimina- tion of two (2) railroad crossings and improvement of de- ficient roadway. Beginning 6.00 miles northerly of the Winterville town line and extending northerly. Total funds available \$730,000.	Secondary	11	340	0.75	630,000
25 *	Eagle Lake Improvements to deficient roadway. Beginning 5.20 miles northerly of the Winterville town line and extending norther- ly.	Secondary	11	340	0.80	550,000
26	Masardis-Ashland Improvements to deficient roadway and narrow bridge. Be- ginning 6.82 miles northerly of the T9 R5 town line and extending northerly to improvements to be accomplished by item 14, 1978-79 program.	Secondary	11	326	0.40	340,000
27 *	T15 R6 Winterville To supplement item 16, 1978-79 program. Improvements to severe horizontal and vertical curves. Beginning 3.25 miles northerly of the T14 R6 town line and extending northerly. Total funds available \$925,000.	Secondary	11	340	1.40	425,000
28	Weston This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 3.27 miles northerly of the Danforth town line and extending northerly to improved section.	Secondary	U.S. 1	309	1.00	350,000
29	Weston-Orient Resurfacing. Beginning 5.33 miles northerly of the Danforth town line and extending northerly.	Secondary	U.S. 1	309	2.58	360,000
30 *	Houlton Traffic operational improvements including modernization of traffic signals at the intersection of Court Street (U.S. 1) and Military Street (U.S. 2). This project is contingent on one-half of the non-federal share being provided by the local community.	Urban	U.S. 2	3840 3865		30,000

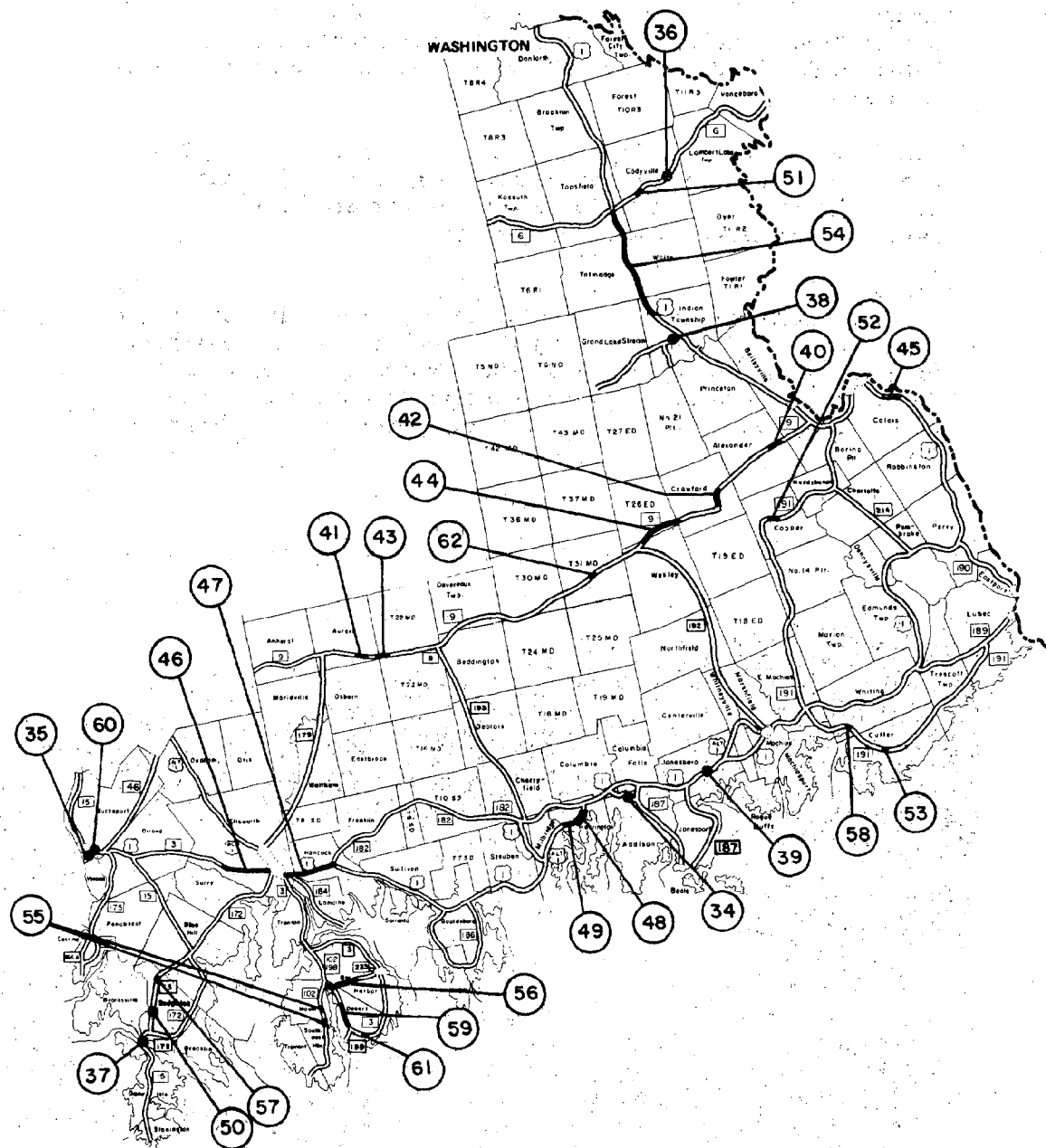
# DIVISION I (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
31*	Sherman Elimination of potentially hazardous intersection at the Golden Ridge Road located 1.08 miles southerly of the Crystal town line.	Safety	U.S. 2	319		\$ 100,000
32*	Ashland Improvements to a deficient roadway beginning 3.17 miles northerly of State Route 163 at the Bangor and Aroostook railroad crossing and extending northerly.	State	11	340	1.05	75,000
33	Caribou Drainage improvements to State Route 205 consisting of culvert replacement and improvement in the area of a soil conservation project (Parkhurst Siding - Caribou Watershed Plan) being developed cooperatively by the Central Aroostook Soil and Water Conservation District and Maine Department of Transportation.	State	205			50,000



Interstate Route 95, Houlton

**DIVISION 2**





PROPOSED HIGHWAY AND BRIDGE IMPROVEMENT PROJECTS  
1980 through 1983 Program

DIVISION II  
COUNTIES - Hancock and Washington

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
34*	Addison	Bridge	Unnumbered	302	Bridge	\$1,138,900
	Replacement of the deficient Main River Bridge located approximately 0.50 mile southerly of Addison Village. This project will be developed utilizing Bridge Act funding procedures. The total estimated cost is \$1,205,000.					
35	Bucksport-Verona	Bridge	U.S. 1	42	Bridge	520,000
	Rehabilitation of the deficient Bucksport-Verona Bridge deck located on the Bucksport-Verona town line.					
36	Codyville	Bridge	6	311	Bridge	185,000
	Replacement of the deficient Little Tomah Stream Bridge located 5.14 miles easterly of the Topsfield town line.					
37*	Deer Isle-Sedgwick	Bridge	15	250	Bridge	635,000
	Rehabilitation of the bridge deck and deficient approach spans including reinforcement of the approach spans and replacement of main tower bearings on the Deer Isle-Sedgwick Bridge.					
38*	Indian Township	Bridge	Unnumbered		Bridge	140,000
	Replacement of the deficient Huntley Brook Bridge located 0.67 mile westerly of U.S. Route 1.					
39	Jonesboro	Bridge	U.S. 1	44	Bridge	100,000
	Replacement of the deficient Chandler River Bridge substructure located 1.39 miles easterly of State Route 187.					
40	Alexander	Primary	9	46	1.10	660,000
	Improvements to deficient roadway. Beginning 1.50 miles westerly of the Baileyville town line and extending easterly.					
41*	Aurora	Primary	9	46	1.00	560,000
	Continuation of improvements along State Route 9 to improve deficient roadway. Beginning 4.25 miles easterly of the Amherst town line and extending easterly.					
42*	Crawford	Primary	9	46	2.00	700,000
	This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 3.89 miles easterly of the T26 E.D. town line at end of improved section and extending easterly.					

DIVISION II (Continued)

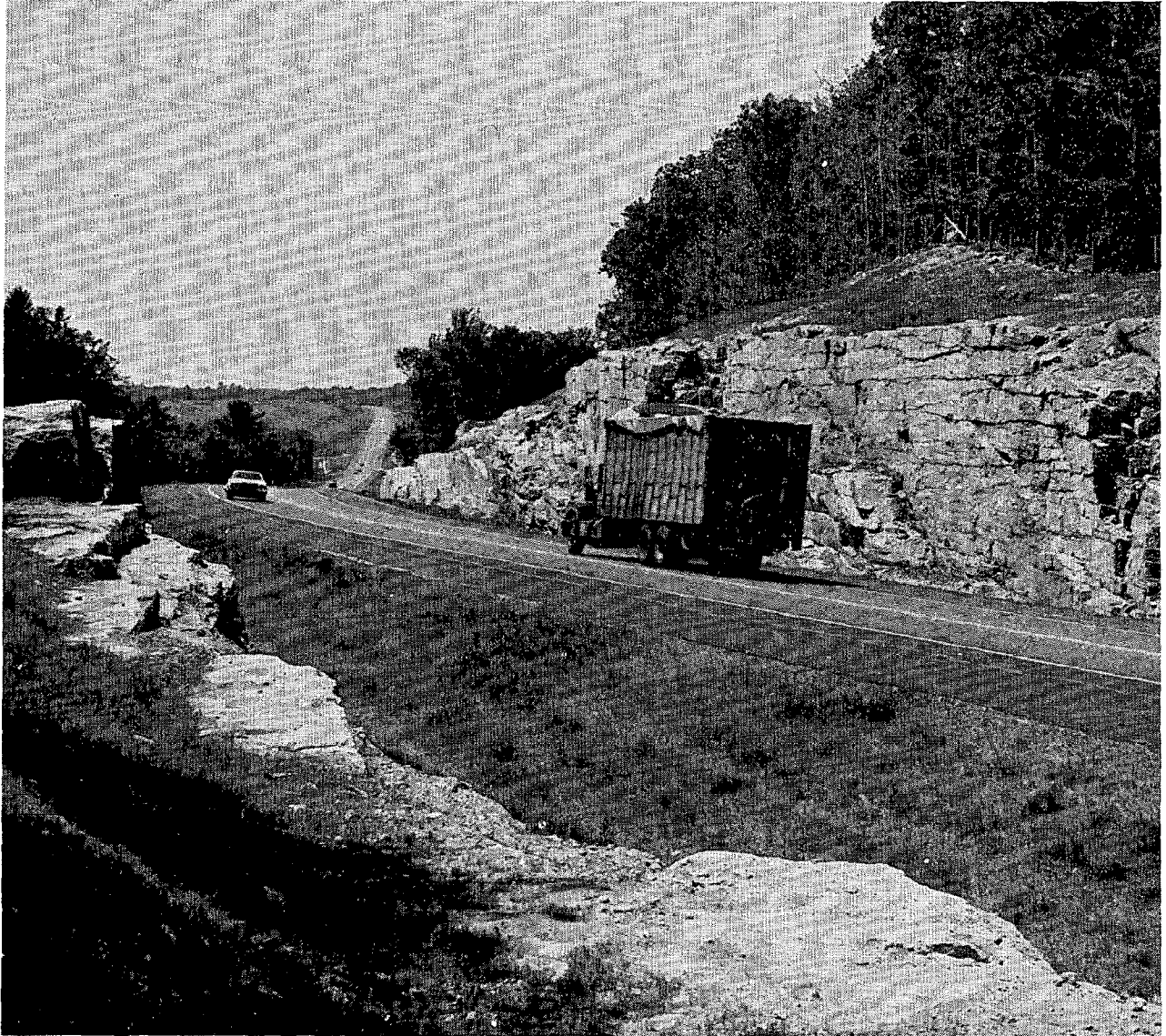
Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
43*	Osborn-T22M.D.- T28M.D.	Primary	9	46	0.77	\$ 150,000
	Final surface for previous stage construction project. Beginning 0.90 mile easterly of the Aurora town line and extending easterly.					
44	Wesley-T26 E.D.- Crawford	Primary	9	46	1.20	610,000
	Improvements to deficient roadway. Beginning 2.72 miles easterly of State Route 192 and extending easterly.					
45*	Calais	Primary	U.S. 1	44	1.85	230,000
	Resurfacing and safety improvements. Beginning 3.00 miles northerly of the Robbinston town line and extending northerly to improvements to be accomplished by item 22-A, 1978-79 program.					
46*	Ellsworth	Primary	U.S. 1	42	4.55	569,000
	Resurfacing and safety improvements. Beginning 4.04 miles easterly of the Orland town line and extending easterly.					
47*	Ellsworth-Hancock	Primary	U.S. 1	44	4.70	35,000
	Preliminary engineering to determine project limits, scope, costs and priorities for possible future projects. Beginning at the junction of State Route 3 in Ellsworth and extending easterly to State Route 182 in Hancock.					
48*	Harrington	Primary	U.S. 1-A	44	1.28	260,000
	To supplement funds for item 24, 1978-79 program. Beginning 1.60 miles easterly of the Milbridge town line and extending easterly. Total funds available \$950,000.					
49	Harrington	Primary	U.S. 1-A	44	1.00	745,000
	Continuation of improvements on U.S. Route 1-A. Beginning 0.60 mile easterly of the Milbridge town line and extending easterly to improvements to be accomplished by item 24, 1978-79 program.					
50*	Brooksville	Secondary	15	250		175,000
	Traffic operational improvements at the intersection of State Routes 15 and 175 (Black Corner) located 0.30 mile northerly of the Sedgwick town line.					

DIVISION II (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
51	Codyville	Secondary	6	311	0.90	\$ 250,000
	This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 1.40 miles easterly of the Topsfield town line and extending easterly.					
52	Cooper	Secondary	191	303	0.60	300,000
	Improvements to deficient roadway. Beginning 4.15 miles northerly of the Plantation 14 town line and extending northerly.					
53	Cutler	Secondary	191	304	0.20	150,000
	Improvements to severe vertical curve beginning 4.08 miles easterly of the Whiting town line and extending easterly.					
54*	Indian Township-Waite Talmadge-Topsfield	Secondary	U.S. 1	309	9.90	1,238,000
	Resurfacing and safety improvements. Beginning 1.35 miles southerly of the Waite town line and extending northerly to State Route 6.					
55*	Mount Desert	Secondary	102	258	0.77	225,000
	Improvements to deficient roadway and to complete improvements to be accomplished by item 31, 1978-79 program. Beginning at the Southwest Harbor-Mount Desert town line and extending northerly 0.35 mile; thence beginning 1.27 miles northerly of the Southwest Harbor town line and extending northerly 0.42 mile to an improved section.					
56	Mount Desert- Bar Harbor	Secondary	3 233	257 256	4.53	275,000
	Construction of bikeway. Funds are provided to continue bikeway development for bicycle traffic destined for the Acadia National Park area. Beginning at State Route 102 in Mt. Desert and extending easterly along State Routes 3 and 233 to an existing bikeway.					
57	Sedgwick	Secondary	15	250	0.50	255,000
	Improvements to deficient roadway. Beginning 0.60 mile southerly of the Blue Hill-Sedgwick town line and extending southerly.					

DIVISION II (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
58*	Whiting	Secondary	191	304	0.10	\$ 120,000
	Reconstruction to correct severe slope erosion. Beginning 0.90 mile easterly of the Machiasport town line and extending easterly. This project will be developed and coordinated with the U.S. Corps of Engineers.					
59*	Mount Desert	Public Lands	3	257	2.36	900,000
	Improvements to deficient roadway. Beginning 3.00 miles southerly of State Route 102 and extending southerly. Completion of this project is dependent upon Federal allocation of Public Lands Funds.					
60*	Bucksport	Safety	U.S. 1	42		225,000
	Traffic operational improvements at the intersection of U.S. Route 1 and State Route 15 to improve the high accident situation at this location.					
61	Mount Desert	State	3	257	0.27	75,000
	Improvements to deficient roadway. Beginning 1.55 miles easterly of State Route 198 at end of improved section and extending easterly. Town to contribute \$38,000 of Joint State Aid Funds. Total funds available \$113,000.					
62	T31 M.D.	State	9	46	0.23	35,000
	Improvements to deficient roadway. Beginning 2.29 miles easterly of the T30 M.D. town line at end of recent improvement and extending easterly.					



Route 1 at Ellsworth.



PROPOSED HIGHWAY AND BRIDGE IMPROVEMENT PROJECTS  
1980 through 1983 Program

DIVISION III  
(COUNTIES - Penobscot and Piscataquis)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
63*	Bangor	Interstate	395	395	1.46	\$ 170,000
	Additional pavement thickness on the eastbound and westbound lanes. Beginning at Interstate Route 95 and extending easterly to Main Street (U.S. Route 1-A).					
64**	Bangor-Brewer	Interstate	395	395	3.00	28,000,000
	Construction of a river crossing between Main Street (U.S. Route 1-A) in Bangor and State Street (U.S. Route 1-A) in Brewer. Completion of this facility will provide major traffic relief to streets in downtown Bangor and Brewer and will be a direct connection from Interstate Route 95 to Brewer and easterly points in Maine.					
65*	Carmel-Newburgh	Interstate	95	95	3.36	500,000
	Additional pavement thickness on the northbound and southbound lanes. Beginning 2.26 miles easterly of the Etna town line and extending easterly to State Route 69 in Newburgh.					
66	Howland to T1R6	Interstate	95	95	35.51	3,550,000
	Safety, miscellaneous and other improvements including additional pavement thickness on the northbound and southbound lanes. Beginning 0.50 mile northerly of State Route 155 and extending northerly to the Herseytown town line.					
67	Medway-T1-R6	Interstate	3R 95	95	11.86	1,780,000
	Additional pavement thickness on the northbound lanes. Beginning at the northerly end of the West Branch of the Penobscot River Bridge in Medway and extending northerly to the Herseytown town line.					
68	Orono-Old Town-Alton	Interstate	3R 95	95	6.69	1,000,000
	Additional pavement thickness on the northbound lanes. Beginning at Stillwater Avenue in Orono and extending northerly.					

DIVISION III (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
69*	Brownville	Bridge	Unnumbered	290	Bridge	\$ 436,000
	To supplement funds for item 57, 1978-79 program. Replacement of the deficient Pleasant River Bridge located 0.08 mile easterly of State Route 11. Total funds available \$916,000.					
70*	Dexter	Bridge	23	47	Bridge	125,000
	Replacement of the deficient Canal Bridge over the East Branch of the Sebasticook River located 0.02 mile northwesterly of State Route 7.					
71	Howland-Enfield	Bridge	6-155	40	Bridge	275,000
	Rehabilitation of the deficient Penobscot River Bridge deck located 0.50 mile westerly of U.S. Route 2.					
72	Abbot	Primary	6-15	37	0.15	450,000
	Improvements to hazardous curve and narrow bridge. Beginning 2.70 miles northerly of the Guilford town line and extending northerly.					
73*	Bangor	Primary	15	38	0.25	275,000
	Improvements to hazardous curve. Beginning in the vicinity of Kenduskeag Avenue and extending northerly.					
74*	Charleston	Primary	15	38	0.95	575,000
	Improvements to deficient roadway. Beginning 4.95 miles northerly of the Corinth town line and extending northerly to improvements to be accomplished by item 46, 1978-79 program. Completes gap.					
75*	Corinna	Primary	7	37	3.50	850,000
	Resurfacing and safety improvements. Beginning at the easterly junction of State Routes 11 and 43 and extending northerly 2.00 miles; thence improvements on a limited basis to serve current traffic needs and to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 2.00 miles northerly of State Routes 11 and 43 and extending northerly 1.50 miles.					
76	Corinth	Primary	15	38	1.40	750,000
	Improvements to deficient roadway. Beginning 1.85 miles northerly of the Kenduskeag town line and extending northerly to improved section.					



DIVISION III (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
77*	Dexter To supplement funds for item 48-A, 1978-79 program. Improve- ments to deficient roadway. Beginning 0.90 mile northerly of State Route 7 and extending northerly. Total funds available \$1,400,000.	Primary	23	47	1.72	\$ 888,000
78	Greenbush- Passadumkeag Resurfacing and safety improvements. Beginning 2.50 miles northerly of the Milford town line and extending northerly.	Primary	U.S. 2	50	6.50	810,000
79*	Lincoln Traffic operational improvements at the intersection of U.S. Route 2 (Main Street) and Depot Street and State Route 6 (Lee Street) and Clay Street including signal update, radius relief and signing. This project is in- tended to enhance the use of Fleming Street as a bypass of the downtown area.	Primary Secondary	U.S. 2 6	50 311		33,000
80*	Mattawamkeag Resurfacing and safety improvements. Beginning 1.05 miles northerly of State Route 157 and extending northerly.	Primary	U.S. 2	50	4.02	500,000
81*	Orrington Preliminary engineering to evaluate location and design alternatives in an area of deficient alignment. Beginning 0.46 mile northerly of the Bucksport town line and extend- ing northerly.	Primary	15	42	0.50	15,000
82*	Big Squaw Twp. This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to im- prove the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfac- ing consistent with the amount of funds indicated. Begin- ning 6.10 miles northerly of the Little Squaw Twp. town line and extending northerly to the Kennebec River bridge. County to contribute \$116,000 of Joint State Aid Funds. Total funds available \$650,000.	Secondary	6-15	268	2.00	534,000

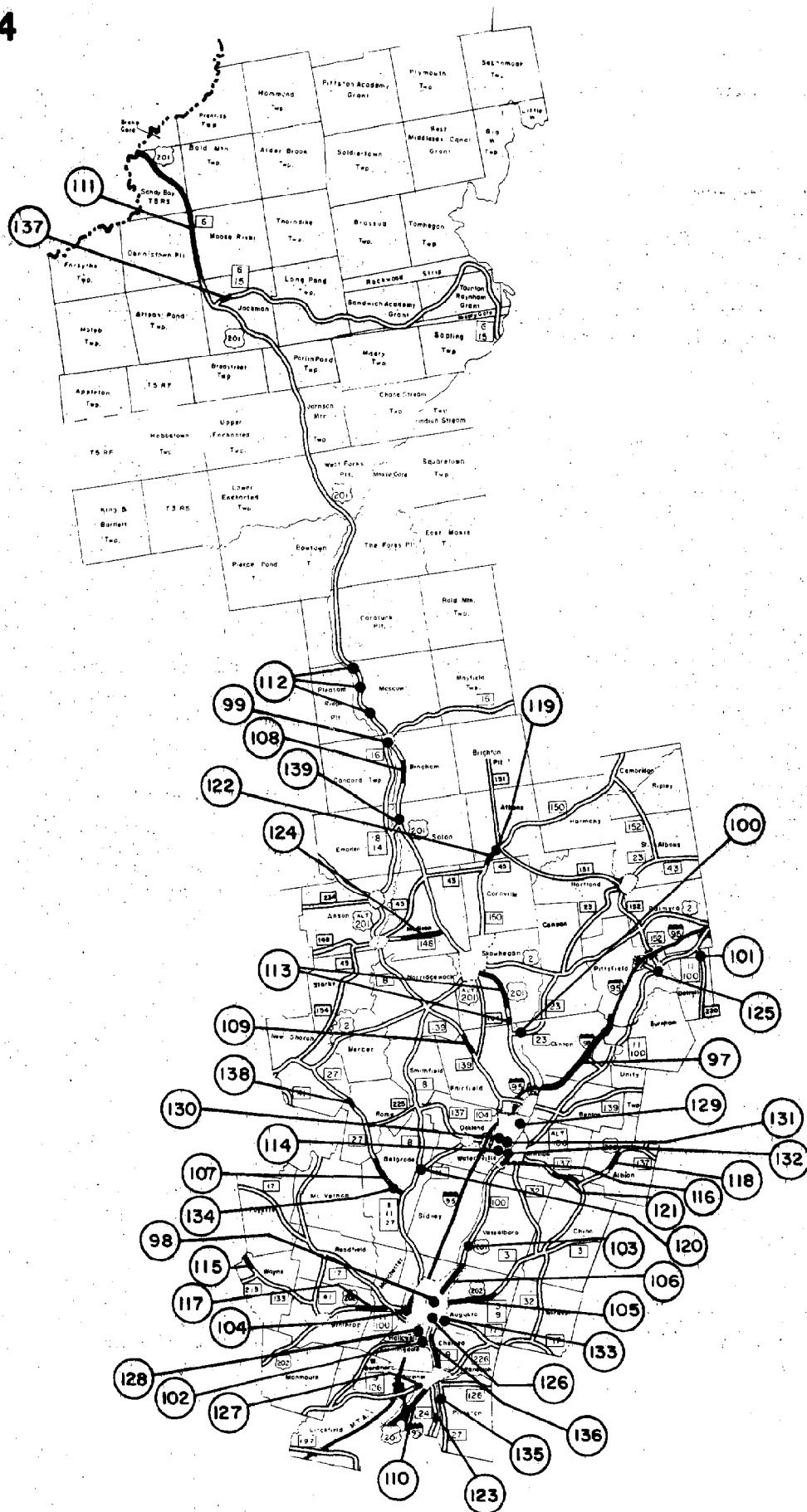
DIVISION III (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
83*	Bradley	Secondary	178	282	0.90	\$ 425,000
	This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 2.13 miles northerly of the Eddington town line at end of improved section and extending northerly.					
84	Exeter	Secondary	11-43	284	1.00	300,000
	This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 0.15 mile easterly of the Corinna town line and extending easterly.					
85	Greenville	Secondary	6-15	268	0.40	400,000
	Improvements to deficient roadway. Beginning 0.10 mile westerly of Main Street and extending westerly.					
86*	Springfield	Secondary	6	311	1.00	550,000
	Continuation of improvements to deficient roadway along State Route 6. Beginning 2.80 miles easterly of the Lee town line at end of improvements to be accomplished by item 60, 1978-79 program and extending easterly.					
87*	Bangor	Economic Growth	Hogan Rd.	1490	Bridge	950,000
	Widening of the Hogan Road Bridge to alleviate congestion and to improve safety. Located 1.30 miles northerly of U. S. Route 2.					
88*	Bangor	Urban	Stillwater Ave. Hogan Rd.	1590 1490	1.20	1,350,000
	Reconstruction to provide an improved facility. Beginning 0.22 mile easterly of the bridge at Interstate Route 95, end of improved section, and extending easterly along Stillwater Avenue and Hogan Road. This project is contingent on one-half of the non-federal share being provided by the local community.					
89	Bangor	Urban	Westland Avenue	1561		25,000
	Intersection improvements at the junction of Illinois and Westland Avenues. This project is contingent on one-half of the non-federal share being provided by the local community.					

DIVISION III (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
20*	Bangor	Urban				\$ 75,000
	Traffic operational improvements in the Central Business District including traffic signal modification, signing and striping to improve traffic flow and air quality. This project is contingent on one-half of the non-federal share being provided by the local community.					
21*	Brewer	Urban	Pendleton Street	1635	0.40	485,000
	Reconstruction to provide an improved facility. Beginning at Main Street (State Route 15) and extending easterly to Parkway South. This project is contingent on one-half of the non-federal share being provided by the local community.					
22	Old Town	Urban	Brunswick Street Gilman Falls Avenue	1410	0.80	725,000
	Reconstruction of deficient roadway and to provide an improved facility. Beginning at Indian Island Bridge and extending northerly. This project is contingent on one-half of the non-federal share being provided by the local community.					
23*	Orono	Urban	U.S. 2	1401		96,000
	Traffic operational improvements in Orono at the intersection of U. S. Routes 2 and 2A (Main Street, Bennoch Road and Forest Avenue), including the installation of a traffic signal, channelization, signing and striping. This project is contingent on one-half the non-federal share being provided by the local community.					
24*	Enfield	Safety	U.S. 2	50		75,000
	Traffic operational improvements at the intersection of U. S. Route 2 and State Route 155, including the addition of a teardrop island and other revisions to the intersection.					
25*	Kenduskeag-Corinth	Safety Primary	15	38	0.93	300,000
	To supplement funds for item 63, 1978-79 Program. Improvements to hazardous vertical and horizontal alignment beginning 4.59 miles northerly of the Glenburn town line and extending northerly. Total funds available \$700,000.					
26	Corinna	State	11-43	284	0.50	75,000
	Improvement to hazardous alignment and to improve deficient roadway. This project is to be supplemented by State Aid Funds that the town may contribute to this project. Beginning 0.35 mile easterly of State Route 7 and extending easterly.					

## DIVISION 4



PROPOSED HIGHWAY AND BRIDGE IMPROVEMENT PROJECTS  
1980 through 1983 Program

DIVISION IV  
(COUNTIES - Kennebec and Somerset)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
97*	Benton-Clinton-Burnham-Pittsfield	Interstate	95	95	10.16	\$1,490,000
	Additional pavement thickness on the southbound lanes. Beginning at the northerly end of the Clinton Clauson Bridge in Benton and extending northerly to the Johnson Flat Road in Pittsfield.					
98*	Augusta	Bridge	U.S. 201	28	Bridge	415,000
	Rehabilitation of the deficient surface on the Memorial Bridge over the Kennebec River.					
99	Bingham-Concord	Bridge	16		Bridge	1,215,000
	Replacement of the deficient Kennebec River Bridge located 0.18 mile westerly of U.S. Route 201.					
100**	Clinton-Fairfield	Bridge	23	247	Bridge	2,100,000
	Replacement of the deficient Hinckley Bridge over the Kennebec River located 0.16 mile easterly of U.S. Route 201.					
101	Detroit	Bridge	220	262	Bridge	175,000
	Replacement of the deficient superstructure on the Overhead Bridge over the Maine Central Railroad located 0.17 mile southerly of the Palmyra town line.					
102*	Hallowell	Bridge	U.S. 201	1021	Bridge	635,000
	To replace funds for item 79, 1978-79 program. Replacement of the deficient Milliken's Crossing Bridge deck over the Maine Central Railroad located 0.50 mile northerly of the Farmingdale town line.					
103*	Vassalboro	Bridge	U.S. 201	29	Bridge	65,000
	Rehabilitation of the deficient Seven Mile Stream Bridge deck located 1.41 miles northerly of the Augusta town line.					
104	Augusta	Primary	95	15	0.25	265,000
	Construction of an off-ramp to facilitate the movement of Interstate 95 southbound vehicles to Western Avenue (U.S. 202).					
105*	Augusta	Primary	3	28	4.37	545,000
	Resurfacing and safety improvements. Beginning 0.96 mile easterly of U.S. Route 201 at the compact line and extending easterly to the Weeks Mill Road.					

DIVISION IV (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
106	Augusta	Primary	U.S. 201	29	3.90	\$ 175,000
	Construction of bikeway. Funds are provided to facilitate bicycle travel from residential areas to points in Augusta. Beginning 0.05 mile northerly of Highland Avenue and extending northerly to the Vassalboro town line. This project is contingent on one-half of the non-federal share being provided by the local community.					
107*	Belgrade	Primary	27	32	5.13	640,000
	Resurfacing and safety improvements. Beginning 0.08 mile northerly of State Route 8, end of recent improvement and extending northerly.					
108*	Bingham	Primary	U.S. 201	33	1.60	1,325,000
	Improvements to deficient roadway. Beginning 1.90 miles northerly of the Solon town line and extending northerly.					
109	Fairfield	Primary	139	45	1.65	700,000
	Improvements to deficient roadway. Beginning 0.36 mile northwesterly of State Route 104 at end of improved section and extending northwesterly.					
110	Gardiner-Richmond	Primary Secondary	U.S. 201	27 155	5.18	155,000
	Construction of bikeway. Beginning at the Gardiner CUL and extending to a point 0.87 mile southerly of the Gardiner-Richmond town line. This will facilitate bicycle traffic from Gardiner to the Pleasant Pond area and provide the preliminary link to a system from Gardiner to Topsham.					
111	Moose River-Dennistown-Sandy Bay	Primary	U.S. 201	33	14.06	1,705,000
	Resurfacing and safety improvements. Beginning 0.30 mile northerly of the Jackman-Moose River town line and extending northerly to the Canadian Border. County to contribute \$45,000 of Joint State Aid funds. Total funds available \$1,750,000.					
112*	Moscow	Primary	U.S. 201	33		15,000
	Preliminary engineering to determine project limits, scope, costs, and priorities for possible future projects located 2.70, 6.63 and 7.87 miles northerly of the Bingham town line.					
113*	Skowhegan	Primary	U.S. 201	33	4.90	926,000
	To supplement funds for item 74, 1978-79 program. Improvements to deficient roadway. Beginning at the Fairfield-Skowhegan town line and extending northerly to the Skowhegan compact line, excluding previously improved sections. Total funds available \$2,726,000.					

DIVISION IV (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
114*	Waterville Resurfacing on Silver Street. Beginning at Grove Street and extending northeasterly to Sherwin Street. This project is contingent on one-half of the non-federal share being provided by the local community.	Primary	11	31	0.79	\$ 75,000
115*	Wayne Improvements to deficient roadway. Beginning 0.63 mile northwesterly of State Route 219 and extending northwesterly.	Primary	133	24	1.20	625,000
116*	Winslow Improvements to deficient roadway and to complete a gap. Beginning 3.10 miles northerly of the Vassalboro town line in the vicinity of Gail Street and extending northerly.	Primary	201	29	0.45	400,000
117*	Winthrop- Manchester Resurfacing and safety improvements. Beginning 5.19 miles easterly of the Monmouth town line at the easterly junction of State Route 135 and extending easterly to State Route 17.	Primary	U.S. 202	15	3.32	415,000
118	Albion Continuation of improvements to deficient roadway. Beginning 2.05 miles easterly of the China town line at the end of improvements to be accomplished by item 82, 1978-79 program and extending easterly.	Secondary	U.S. 202	210	1.30	790,000
119	Athens Construction of a sidewalk on the Wesserunsett Stream Bridge located 1.54 miles northerly of the Cornville town line.	Secondary	43	241	Bridge	90,000
120	Belgrade Improvements to reduce severe horizontal alignment at the intersection of State Routes 8 and 11.	Secondary	8-11	228		270,000
121	China-Winslow Resurfacing and safety improvements. Beginning at the intersection of U.S. Route 202 in China Village and extending northwesterly.	Secondary	137	226	3.20	400,000
122*	Cornville-Athens Improvements to deficient roadway. Beginning 0.18 mile southerly of the Athens town line at end of improved section and extending northerly.	Secondary	150	241	1.30	565,000
123	Gardiner Reconstruction to improve vertical alignment and to replace deficient box culvert. Beginning 1.15 miles northerly of the Richmond town line and extending north- erly.	Secondary	24	165	0.15	145,000

DIVISION IV (Continued)

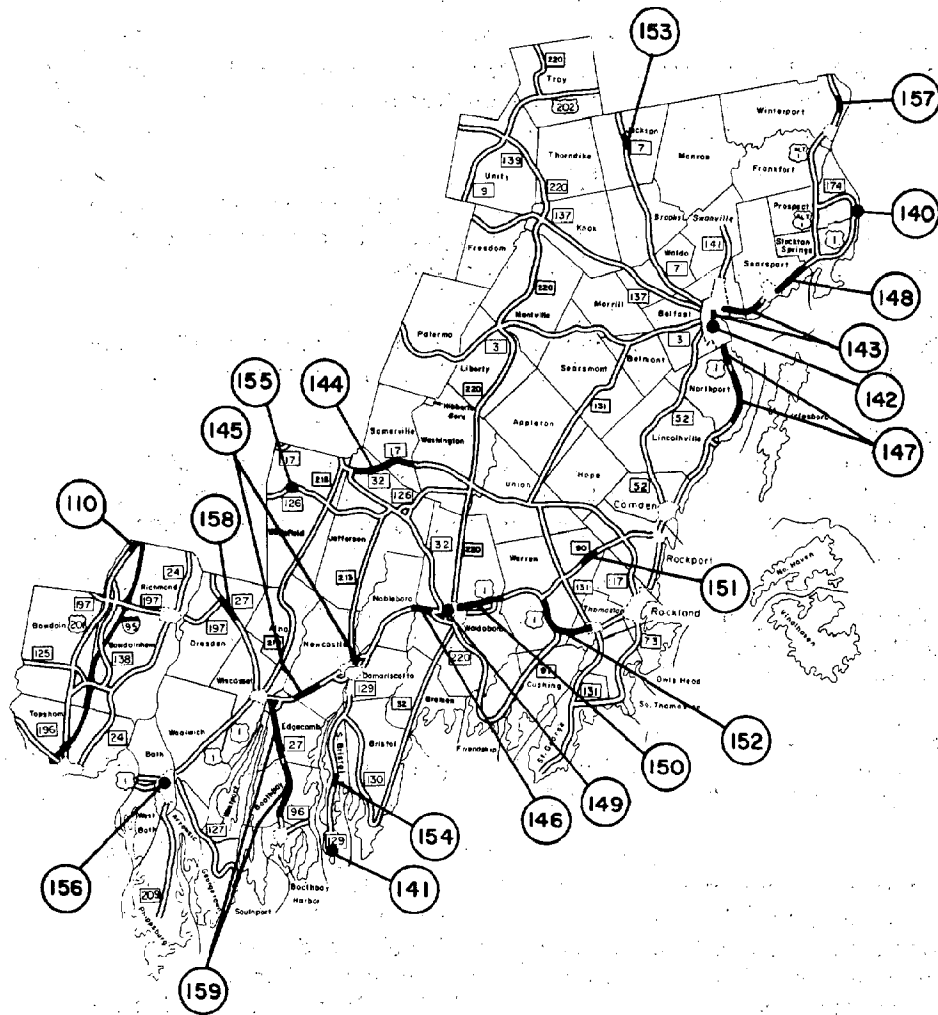
Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
124*	Madison	Secondary	148	243	3.90	\$ 485,000
	Resurfacing and safety improvements. Beginning at U.S. Route 201 and extending westerly.					
125*	Pittsfield	Secondary	100	223		310,000
	Traffic operational improvements at the intersection of Main Street and Central Street, Main Street and Hunnewell Avenue and at Main and Easy and Park Streets consisting of the addition of signals at Main and Hunnewell and at Main and Park Streets, corner radii improvement, curb adjustments and overlay. Beginning 1.30 miles southerly of the Detroit town line at Central Street and extending northerly to State Route 152, Park Street. This project will supplement local efforts to revitalize downtown Pittsfield.					
126**	Augusta	Urban		1200		600,000
	Preliminary engineering to determine location, design, and for partial acquisition of right-of-way for an additional river crossing over the Kennebec River.					
127*	Gardiner	Urban	126	1055	0.60	18,000
	Construction of a bikeway on Cobbossee Avenue from West Hill Road to the Gardiner Junior High School by paving of existing shoulders. This bikeway will provide a desirable link between the built-up portion of the city and the Junior High School and summer recreational areas. This project is contingent on one-half of the non-federal share being provided by the local community.					
128	Hallowell	Urban	Winthrop St. 1036 Second St. 1025		0.23	465,000
	Continuation of improvements. Reconstruction to provide an improved facility. Beginning at Winthrop Street and extending southerly to Union Street. Also includes improvements to Winthrop Street between U.S. Route 201 (Water Street) and the railroad crossing. This project is contingent on one-half of the non-federal share being provided by the local community.					
129*	Waterville	Urban	College Ave. 7203 Elm Street 7203 Main Street 7205		1.60	145,000
	Resurfacing on College Avenue beginning at Main Street and extending northerly 0.16 mile to Getchell Street; resurfacing on Elm Street beginning at Silver Street and extending northerly 0.55 mile to Main Street and resurfacing on Main Street (State Route 104) beginning at Kelsey Street and extending northwesterly 0.89 mile to Ridge Road. This project is contingent on one-half of the non-federal share being provided by the local community.					



DIVISION IV (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
130	Waterville Reconstruction to provide an improved facility. Beginning at Violette Avenue and extending northerly to Western Avenue. This project is contingent on one-half of the non-federal share being provided by the local community.	Urban	First Rangeway	7219	0.38	\$ 500,000
131*	Waterville Reconstruction to provide an improved facility. Beginning at Main Street and extending easterly to Drummond Avenue. This project is contingent on one-half of the non-federal share being provided by the local community.	Urban	Armory Road	7220	0.52	600,000
132*	Waterville-Winslow This project will allow the Department to begin preliminary engineering for a new bridge between Waterville and Winslow southerly of the existing bridge.	Urban	Bridge		Bridge	50,000
133*	Augusta Traffic operational improvements at the intersection of State Route 17 (Eastern Avenue) and the Cony Road to improve the high accident situation at this location.	Safety	17	30		15,000
134	Belgrade Traffic operational improvements at the intersection of State Routes 27 and 135 including modification of intersection.	Safety	27	32		150,000
135*	Pittston Traffic operational improvements consisting of intersection adjustments to improve safety at the junction of State Routes 27 and 194. To be supplemented with State Aid Funds.	Safety	27	163		75,000
136*	Chelsea Resurfacing. Beginning at the Randolph town line and extending northerly to a point 1.00 mile southerly from the Augusta town line.	State	9	206	2.60	78,000
137*	Jackman Improvements to severe horizontal alignment. Beginning 0.60 mile easterly of U.S. Route 201 and extending easterly.	State	6	268	0.53	75,000
138	Rome This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 0.10 mile southerly of the New Sharon town line and extending southerly.	State	27	32	0.75	75,000
139*	Solon Improvements consisting of guard rail adjustments and pavement overlay on Falls Brook Bridge located 0.06 mile north-erly of U.S. Route 201-A.	State	U.S. 201	33	Bridge	15,000

# DIVISION 5



PROPOSED HIGHWAY AND BRIDGE IMPROVEMENT PROJECTS  
1980 through 1983 Program

DIVISION V  
(COUNTIES - Knox, Lincoln, Sagadahoc, and Waldo)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
140*	Prospect-Verona Rehabilitation of the structural deck and wearing surface and the replacement of deteriorated suspender cables on the Waldo-Hancock Bridge over the Penobscot River.	Bridge	U.S. 1	42 Spur	Bridge	\$ 650,000
141*	South Bristol Rehabilitation of the electrical and mechanical components of the swing span on the Gut Bridge.	Bridge	129	160	Bridge	345,000
142*	Belfast Installation of lighting at the U.S. Route 1 and State Route 3 interchange.	Primary	U.S. 1	26		32,000
143*	Belfast-Searsport This proposal primarily involves resurfacing improvements to serve current traffic needs. Funds are also provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements consistent with the amount of funds indicated. Beginning 0.36 mile easterly of State Route 3 and extending easterly.	Primary	U.S. 1	26	4.19	700,000
144*	Jefferson-Somerville To supplement funds for item 94, 1978-79 program. This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 0.27 mile easterly of the Whitefield town line near the intersection of State Route 32 and extending easterly. Total funds available \$2,400,000.	Primary	17	30	4.75	935,000
145*	Newcastle-Damariscotta Resurfacing and safety improvements. Beginning at the Edgecomb town line and extending easterly 3.00 miles; thence, beginning at the Newcastle-Damariscotta town line and extending easterly 0.80 mile.	Primary	U.S. 1	26	3.80	475,000
146*	Nobleboro-Waldoboro This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 0.03 mile westerly of the Waldoboro town line at the end of improvements to be accomplished by item 95-A, 1978-79 program and extending easterly.	Primary	U.S. 1	26	1.64	900,000

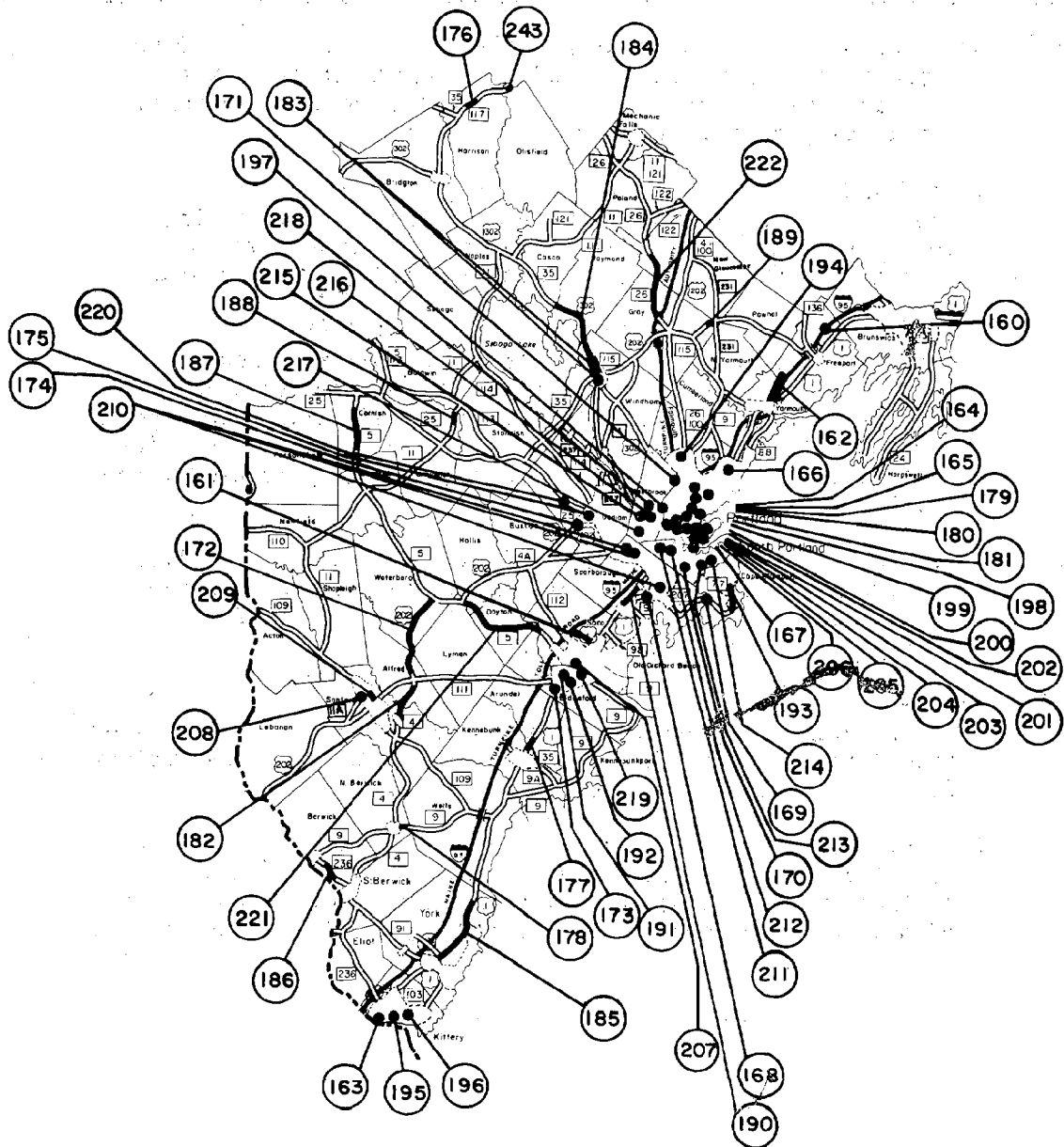
DIVISION V (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
147	Northport	Primary	U.S. 1	26	6.18	\$ 775,000
	Resurfacing and safety improvements. Beginning 1.34 miles northerly of the Lincolnville town line and extending northerly 4.19 miles; thence, beginning 6.24 miles northerly of the Lincolnville town line and extending northerly 1.99 miles to the Belfast town line.					
148*	Searsport	Primary	U.S. 1	26	2.10	558,000
	To supplement funds for item 99-A, 1978-79 program. This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 0.26 mile easterly of Station Avenue and extending easterly. Total funds available \$925,000.					
149	Waldoboro	Primary	U.S. 1	26	0.15	55,000
	Construction of an escape lane for eastbound traffic beginning 0.03 mile easterly of the easterly junction of State Route 32 and extending easterly. This project is contingent upon one-half of the non-federal share being provided by the local community.					
150**	Waldoboro	Primary	U.S. 1	26	3.20	1,300,000
	This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to control access where appropriate and to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning at the Maine Central Railroad overpass 0.26 mile easterly of State Route 220 and extending easterly to the Warren-Waldoboro town line.					
151*	Warren	Primary	90	35	1.27	540,000
	Improvements to deficient roadway. Beginning 3.76 miles easterly of U.S. Route 1 at end of improved section and extending easterly.					
152*	Warren-Thomaston	Primary	U.S. 1	26	4.30	60,000
	Preliminary engineering to determine the project limits, scope, costs and priorities for future projects. Beginning 1.45 miles east of the Waldoboro town line and extending easterly to State Route 131, excluding previously improved sections.					
153	Jackson	Secondary	7	260	1.00	590,000
	Improvements to severe horizontal and vertical curves and to improve deficient roadway. Beginning 2.51 miles northerly of the Brooks town line and extending northerly.					

DIVISION V (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
154*	South Bristol	Secondary	129	160	0.86	\$ 525,000
	Improvements to deficient roadway. Beginning 4.09 miles southerly of the Bristol town line and extending southerly. Completes gap between improved sections.					
155*	Whitefield	Secondary	126	166		5,000
	Preliminary engineering to determine the project limits, scope, cost and priorities for a possible future improvement at the intersection of Route 126 and the Cooper Road.					
156*	Bath	Urban		1965		32,000
	Traffic operational improvements at the intersection of Congress Avenue, Lincoln Street and Old Brunswick Road including roadway realignment, radius relief, sight distance improvement, signing and striping. This project is contingent on one-half the non-federal share being provided by the local community.					
157	Winterport	Safety Primary	U.S. 1-A	26	1.20	1,075,000
	Improvements to hazardous horizontal and vertical alignment. Beginning 2.85 miles northerly of the Frankfort town line and extending northerly.					
158*	Dresden	State	27	163	1.99	60,000
	Resurfacing. Beginning 2.78 miles northerly of the Wiscasset town line at the southerly end of the bridge over the Eastern River and extending southerly.					
159*	Edgecomb-Boothbay	State	27	20	9.00	270,000
	Resurfacing. Beginning at U.S. Route 1 and extending southerly 4.40 miles; thence, beginning 0.24 mile southerly of the Edgecomb town line and extending southerly 4.60 miles.					

# DIVISION 6



PROPOSED HIGHWAY AND BRIDGE IMPROVEMENT PROGRAM  
1980 through 1983 Program

DIVISION VI  
(COUNTIES - Cumberland and York)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
160*	Portland to Brunswick	Interstate	95-295	95-295	20.0	\$ 475,000
	To supplement funds for item 108, 1978-79 program. Safety improvements on the Interstate System between Portland and Brunswick. Improvements will include the latest safety design features for signs, gore areas and other roadside elements. Beginning at the Washington Avenue underpass in Portland and extending northerly to the Brunswick off-ramp. Total funds available \$775,000.					
161*	Saco	Interstate	195	195	1.55	6,940,000
	To supplement funds for item 66, 1976-77 program. Funds are provided for the completion of the Saco Spur. Beginning at the Maine Turnpike and extending southeasterly to U.S. Route 1. This facility will provide direct access between the Maine Turnpike and the Saco-Old Orchard Beach area.					
162	Yarmouth-Freeport	Interstate	295	295	3.25	5,120,000
	Construction of additional 2 lanes to provide a 4 lane divided highway to full interstate standards between Falmouth and Brunswick. Beginning near the Yarmouth-Freeport town line and extending northerly.					
163*	Kittery	Bridge	U.S. 1	1	Bridge	440,000
	Rehabilitation of the deficient Memorial Bridge located on the Maine-New Hampshire State Line. Funds provided will be supplemented by an equal amount by the State of New Hampshire.					
164*	Portland	Bridge	Congress Street	0775	Bridge	85,000
	Replacement of the deficient Stroudwater-Fore River Bridge superstructure located 0.14 mile easterly of Westbrook Street.					
165*	Portland	Bridge	Westbrook Street	0776	Bridge	255,000
	Replacement of the deficient Mill Creek Bridge located 0.17 mile southerly of Congress Street.					

DIVISION VI (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
166	Portland-Falmouth	Bridge	U.S. 1	0705	Bridge	\$2,355,000
	Replacement of the deficient Martin Point Bridge deck located on the Portland-Falmouth town line.					
167*	Portland-South Portland	Bridge Discretionary	77	14	Bridge	100,000
	Preliminary engineering to determine the feasibility of a replacement river crossing between Portland and South Portland. This project is contingent upon allocation of Federal Discretionary Bridge Funds.					
168	Scarborough	Bridge	U.S. 1	1	Bridge	285,000
	Replacement of the deficient Dunstan River Bridge located 1.95 miles northerly of the Saco town line.					
169	Scarborough-Cape Elizabeth	Bridge	77	120	Bridge	320,000
	Replacement of the deficient Spurwink River Bridge located on the Scarborough-Cape Elizabeth town line.					
170	South Portland	Bridge		0750	Bridge	300,000
	Replacement of the deficient West Broadway Bridge deck over the Maine Turnpike connector located 0.38 mile northerly of the Scarborough town line.					
171*	Westbrook-Portland	Bridge	302	14	Bridge	185,000
	Rehabilitation of the deficient Pride's Bridge deck over the Presumpscot River located on the Westbrook-Portland town line.					
172*	Alfred-Lyman-Waterboro	Primary	U.S. 202	4	7.38	935,000
	Resurfacing and safety improvements. Beginning 0.56 mile northerly of State Route 111 in Alfred and extending northerly to State Route 5.					
173**	Biddeford	Primary		Spur	0.85 <sup>+</sup>	1,500,000
	Construction of a connector between U.S. Route 1 and the Maine Turnpike entrance in Biddeford to facilitate the movement of traffic through the Biddeford-Saco area.					
174**	Gorham	Primary			2.50	900,000
	Funds are provided for preliminary engineering, acquisition of right-of-way, construction of drainage structures and for basic grading for a bypass of Gorham Village. Additional funding will be required in future programs to complete this project.					



DIVISION VI (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
175*	Gorham	Primary	25	12	0.25	\$ 25,000
	Preliminary engineering to evaluate design alternatives for improvements to Main Street (State Route 25) to provide for improved traffic flow. Beginning at New Portland Road and extending westerly to State Route 114.					
176*	Harrison	Primary	117	19	0.70	400,000
	Improvements to deficient roadway and severe vertical alignment. Beginning 2.30 miles northerly of the Bridgton town line at end of improvements to be accomplished by item 146, 1978-79 program and extending northerly.					
177*	Kennebunk-Arundel	Primary	U.S. 1	1	0.65	251,000
	To supplement funds for and to extend length of item 113, 1978-79 program. Improvements to intersections, bridge widening and improvement of hazardous curves. Beginning 0.30 mile southerly of the Arundel town line and extending northerly. Total funds available \$826,000.					
178*	North Berwick	Primary	9	6	0.38	300,000
	Construction of an escape lane for eastbound traffic in an area of major industrial development. Beginning 0.32 mile easterly of State Route 4 and extending easterly.					
179*	Portland	Primary	77	14	0.15	350,000
	Traffic operational improvement at the Portland end of the bridge between Portland and South Portland including reduction of existing 90° curve and other related modifications and traffic operational improvements at the intersection of York and High Streets including signing and striping.					
180*	Portland	Primary	302	14		15,000
	Traffic operational improvements at the intersection of Forest Avenue, Preble Street Extension and Falmouth Street including signal update, radius relief, signing and striping.					

DIVISION VI (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
181*	Portland	Primary	302	14		\$ 15,000
	Preliminary engineering to determine project limits, scope, costs, and priorities for possible future project(s) at Morrill's Corner.					
182	Sanford-Alfred	Primary	4	4	2.23	1,225,000
	To supplement funds and to extend improvements for item 119-C, 1978-79 program. Improvements to deficient roadway and bridge. Beginning 2.08 miles northerly of State Route 109 and extending northerly. Total funds available \$1,350,000.					
183*	Windham	Primary	U.S. 302	14	0.81	940,000
	Widening of highway to alleviate congestion and to improve safety. Beginning 0.42 mile northwesterly of State Route 115 and extending northwesterly 0.81 mile. This project also includes intersection improvements at State Route 35 and 115, including modification and interconnection of traffic signals in this area.					
184	Windham-Raymond	Primary	U.S. 302	14	5.56	695,000
	Resurfacing and safety improvements. Beginning 1.23 miles northerly of State Route 115 at the end of improvements to be accomplished by item 183 and extending northerly.					
185*	York	Primary	U.S. 1	1	5.10	825,000
	Resurfacing and safety improvements. Beginning 0.68 mile northerly of State Route 91 and extending northerly.					
186	Berwick	Secondary	236	101	1.00	910,000
	Improvements to deficient roadway. Beginning 1.19 miles southerly of State Route 4 and extending southerly.					
187*	Cornish	Secondary	5	117	3.00	1,500,000
	Continuation of improvements to deficient roadway. Beginning 0.85 mile southerly of State Route 25, at southerly end of improvements to be accomplished by item 136, 1978-79 program and extending southerly.					
188*	Limington	Secondary	11	115	0.40	50,000
	Preliminary engineering to determine location and design and to acquire right of way for improvement of alignment and approaches to the Steep Falls Bridge over the Saco River. Beginning 0.03 mile southerly of the Standish town line and extending southerly.					
189	New Gloucester	Secondary	Unnumbered	140	0.30	170,000
	Improvements to deficient roadway. Beginning at the Gray town line and extending easterly to State Route 231.					

DIVISION VI (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
190**	Scarborough	Secondary	Payne Rd.	128	1.70	\$1,200,000
	To supplement funds for item 140, 1978-79 program. Realignment of the Payne Road. Beginning in the vicinity of its intersection with U.S. Route 1 and extending northerly. Elimination of deficient horizontal and vertical alignment and to provide for an improved intersection at U.S. Route 1 including signalization. Total funds available \$1,400,000.					
				2610		
			9	2660		
191*	Biddeford	Urban	111	2605		459,000
	Traffic operational improvements at the intersection of Pool Street, Jefferson Street, and Alfred Street including realignment of intersection to facilitate the movement of traffic. This project is contingent upon the local community providing a significant portion of the necessary right-of-way and one-half of the non-federal share of the construction costs.					
			9	2605		
192	Biddeford	Urban	111	2620		65,000
	Traffic operational improvements at the intersection of Main and Alfred Streets including minor widening and installation of traffic control devices. This project is contingent on one-half of the non-federal share being provided by the local community.					
		Urban		0575		
193*	Cape Elizabeth	Secondary	77	120	2.63	130,000
	Construction of bikeway. Funds are provided to facilitate bicycle travel from the Pond Cove area of Cape Elizabeth to Crescent Beach State Park. Beginning 0.12 mile southerly of Shore Road and extending southerly to Crescent Beach State Park entrance. This project is contingent on one-half of the non-federal share being provided by the local community for that portion of the project in the urban area.					
194	Falmouth	Urban	Brook Road	0735		22,500
			Blackstrap Rd.			
	Traffic operational improvements at the intersection of Brook and Blackstrap Roads including signing, striping and radius relief. This project is contingent on one-half of the non-federal share being provided by the local community.					
				1		
			U.S. 1	4210		
195*	Kittery	Urban	103	4220		48,000
	Traffic operational improvements at the intersection of U.S. Route 1 and Walker Street, U.S. Route 1 and Government Street, and at the intersection of Walker, Government, and Wentworth Streets, including updating of traffic signals. This project is contingent on one-half of the non-federal share being provided by the local community.					

DIVISION VI (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
196	Kittery	Urban	103	4220	0.16	\$ 250,000
	Reconstruction of a portion of Wentworth Street to provide an improved facility. Beginning at the entrance to the Navy Yard and extending easterly. This project is contingent on one-half of the non-federal share being provided by the local community.					
197**	Portland-Westbrook	Urban				300,000
	Preliminary engineering to determine feasible location(s) for improvements in the east-west corridor generally known as the Westbrook Arterial, and completion of an environmental impact study.					
198*	Portland	Urban	High Street Park Avenue	0640		19,500
	Traffic operational improvements at the intersection of High Street and Park Avenue including striping, signing, and signal update. This project is contingent on one-half of the non-federal share being provided by the local community.					
199*	Portland	Urban	26	0731		360,000
	To supplement funds for item 119L, 1976-77 program. Traffic operational improvements at the intersections of Washington Avenue and Auburn Street and Washington Avenue and Allen Avenue including signal modernization, roadway widening, channelization and radii adjustments. Total funds available \$560,000. This project is contingent on approximately one-half of the non-federal share being provided by the local community.					
200*	Portland	Urban	Ocean Ave.	0711	0.19	320,000
	To replace and supplement funds for item 127 1978-79 program. Reconstruction to provide an improved facility on Ocean Avenue beginning at Torrey Street and extending northeasterly to Brookside Road. This project is contingent on one-half of the non-federal share being provided by the local community.					
201	Portland	Urban	U.S. 1	0770		242,500
	To replace and supplement funds for item 121L, 1976-77 program. Traffic operational improvements at the intersections of Congress-St. John, Congress-Valley, Park-St. John, and Park-Valley including substantial traffic signal update and inter-connection, minor radius relief and widening of St. John Street (Park-Congress) and Congress Street (Valley-St. John). This project is contingent on one-half of the non-federal share being provided by the local community. Total funds available \$337,500.					

DIVISION VI (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
202	Portland	Urban		0668 0731		\$ 134,000
	Traffic operational improvements along Washington Avenue at the intersections of Washington Avenue with Canco Road, Cumberland Avenue and Congress Street including signal update, radius relief, signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
203	Portland	Urban	U.S. 302	0659 0655 0696		48,500
	Traffic operational improvement along Forest Avenue at the intersections of Forest Avenue with Baxter Boulevard, Marginal Way, High Street and Danforth Street including modification at Baxter Boulevard and Dartmouth Street, channelization, signing and striping. This project is contingent on one-half the non-federal share being provided by the local community.					
204	Portland	Urban	25	0830		61,000
	Traffic operational improvements at the intersection of Brighton and Deering Ave. and Bedford Street including traffic signal update, signing, and radius relief. This project is contingent on one-half of the non-federal share being provided by the local community.					
205	Portland	Urban		0697	0.25	170,000
	Traffic operational improvements at Fore and Union Streets and Pleasant, Fore, Center, Danforth and York Streets including signalization, widening, signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
206	Portland	Urban	25	0775	0.80	550,000
	Traffic operational improvements and reconstruction as necessary on Congress Street from Douglas to Stevens including the Congress and Stevens intersection. The reconstruction includes minor widening, bituminous overlay, radius relief and curbing. Traffic operational improvements include traffic signal updating at Sewall Street and Stevens Avenue, signing, and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
207*	Saco	Urban	9	2605		30,000
	Rehabilitation of the deficient bridge rails on the Cataract Bridge over the Saco River Canal located 0.25 mile northerly of the Biddeford town line.					

DIVISION VI (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
208*	Sanford	Urban	11-A	6418	0.60	\$ 15,000
	Preliminary engineering to evaluate design alternatives for possible future projects. Beginning 0.04 mile westerly of State Route 11 (Main Street) and extending westerly along Oak Street.					
209*	Sanford	Urban	River St.	6405	0.40	460,000
	Reconstruction to provide an improved facility. Beginning at U.S. Route 202 and State Route 4-A and extending northerly to the intersection of Brook Street and Shaw Road. This project is contingent on one-half of the non-federal share being provided by the local community.					
			Saco Rd.-County Rd. 0915			
			Saco Rd.-Gorham Rd. 0915			
210	Scarborough	Urban	U.S. 1-Pleasant Hill Rd.	0770		19,500
	Traffic operational improvements at three intersection locations including relocation of signing and striping at Saco and County Roads; striping, sight distance improvement, radius relief, installation of flashing beacon, and signing at Beech Ridge Road-Saco Road-Gorham Road; and channelization modification, signing and improvement of sight distance at U.S. Route 1 and Pleasant Hill Road. This project is contingent on one-half of the non-federal share being provided by the local community.					
211*	South Portland	Urban	9	0775		690,000
	Reconstruction and traffic operational improvements at the intersection of Western Avenue and Gorham Road, including realignment of Gorham Road, channelization of both Western Avenue and Gorham Road and installation of traffic signals utilizing existing intersection signal equipment to the extent possible. This project is contingent on one-half of the non-federal share being provided by the local community.					
212*	South Portland	Urban	9	0775		656,000
	Reconstruction and traffic operational improvements at the intersection of Maine Mall Road and Western Avenue including realignment of the Maine Mall Road, channelization of Western Avenue and installation of a fully actuated traffic signal. This project is contingent on one-half of the non-federal share being provided by the local community.					
213*	South Portland	Urban	Broadway Cottage Rd.	0752		62,000
	Traffic operational improvements at the intersection of Broadway and Cottage Road including expanded channelization, new pavement markings, radius relief and updating of traffic signals. This project is contingent on one-half of the non-federal share being provided by the local community.					

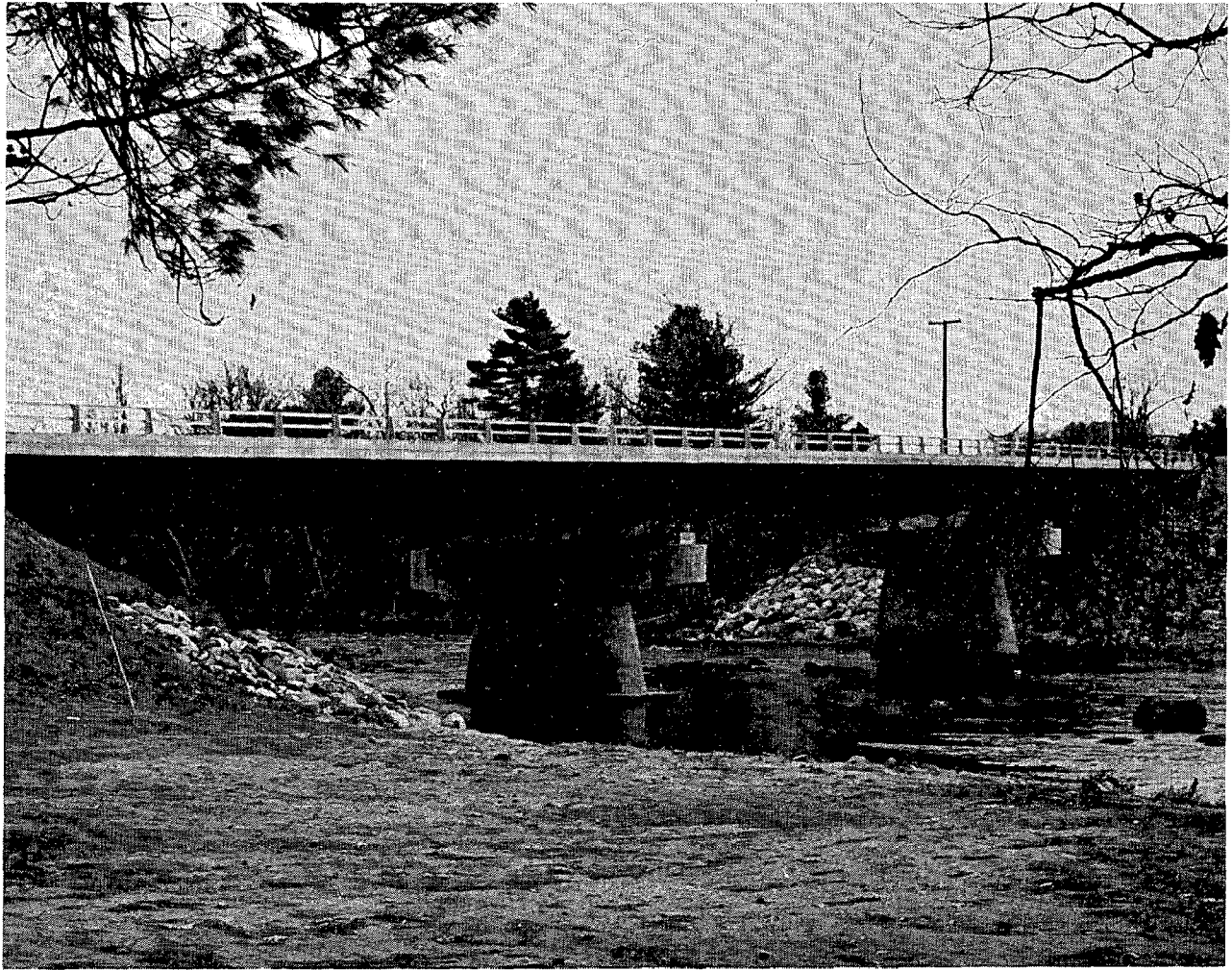
DIVISION VI (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
214	South Portland	Urban	Main St. Lincoln St. 0767			\$ 6,000
	Traffic operational improvements at the intersection of Main and Lincoln Streets including the installation of a flashing beacon. This project is contingent on one-half of the non-federal share being provided by the local community.					
215*	Westbrook	Urban	25	0830		95,000
	Traffic operational improvements at the intersection of Cumberland Street and Warren Avenue including signal update, signing, channelization, striping and curb radius relief. This project is contingent on one-half of the non-federal share being provided by the local community.					
216*	Westbrook	Urban	25	0863 0875		125,000
	Traffic operational improvements at the intersections of Wayside Drive with Saco and Main Streets including signal installation at Saco Street and interconnection of Wayside Drive signals and signal update at Main Street, widening, signing, and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
217*	Westbrook	Urban	Spring St. County Road 0885			1,500
	Traffic operational improvements at the intersection of Spring Street and County Road including signing, supplemental pole mounted signal, and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
218	Westbrook	Urban	25	0885		6,000
	Traffic operational improvements at the intersection of Wayside Drive and Spring Street including signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
219*	Biddeford	Safety	9	2605		25,000
	Traffic operational improvements at the intersection of State Route 9 (Main St.) and Water St. to improve high accident situation at this location.					

DIVISION VI (Continued)

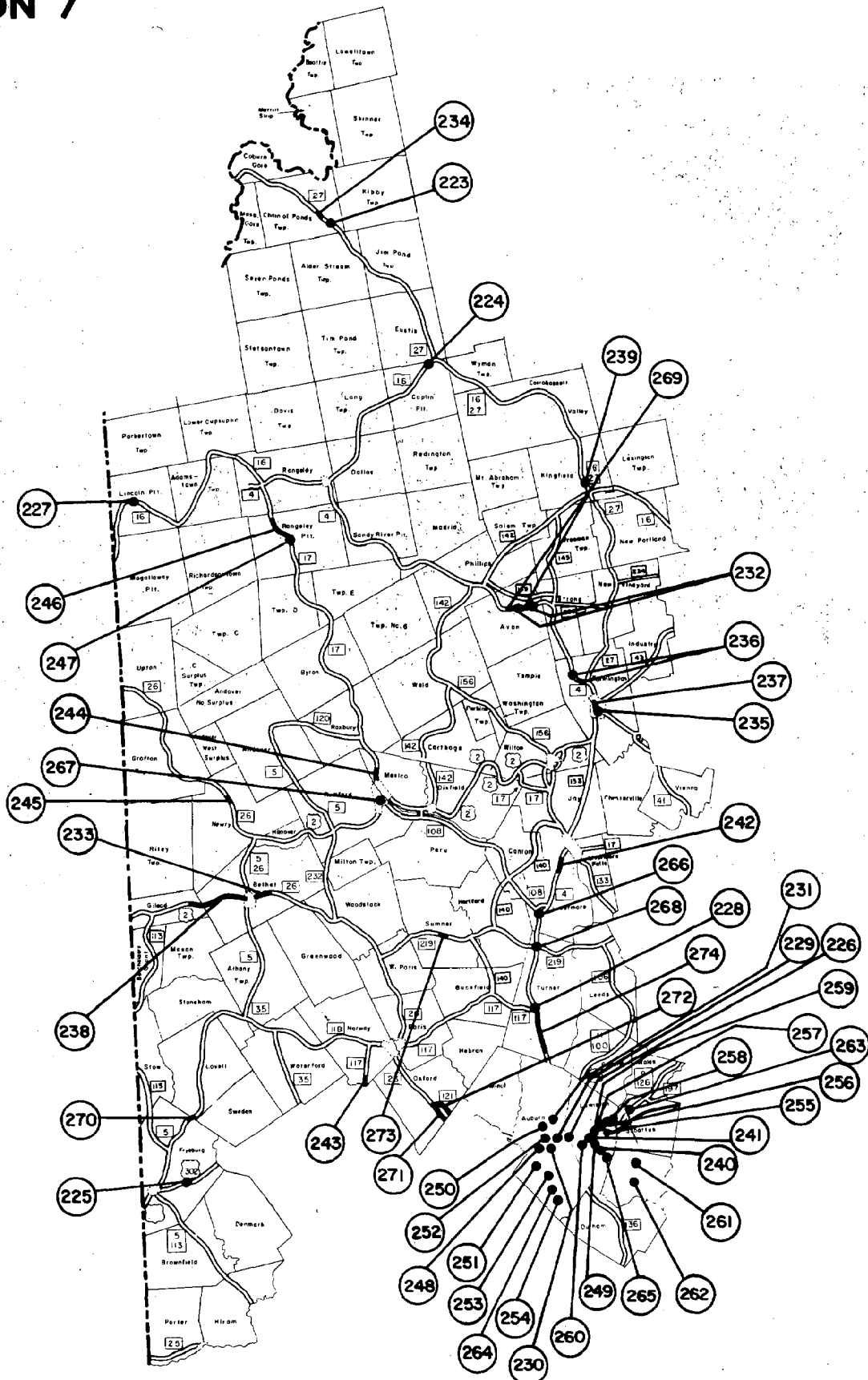
<u>Item</u> <u>No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid</u> <u>Route</u>	<u>Length</u> <u>Miles</u>	<u>Estimated</u> <u>Cost</u>
220	Gorham	Safety	25	12	0.15	\$ 200,000
	Traffic operational improvements at the intersection of State Routes 25 and 112, including realignment of State Route 112 and improvement of sight distance.					
221	Biddeford-Dayton- Hollis-Lyman	State	5	114	7.60	230,000
	Resurfacing. Beginning at the Saco-Biddeford town line and extending westerly to U.S. Route 202.					
222*	Gray- New Gloucester	State	26	16	5.45	165,000
	Resurfacing. Beginning 1.02 miles northerly of State Route 100, at the Maine Turnpike overpass and extending northerly.					





East Limington Bridge linking Limington and Standish.

## DIVISION 7



PROPOSED HIGHWAY AND BRIDGE IMPROVEMENT PROJECTS  
1980 through 1983 Program

DIVISION VII  
(COUNTIES - Oxford, Franklin, Androscoggin)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
223*	Chain of Ponds Replacement of the deficient Gold Brook Bridge located 0.91 mile northerly of the Alder Stream Township town line.	Bridge	27	41	Bridge	\$ 175,000
224*	Eustis Replacement of the deficient Phillips Brook Bridge located 0.19 mile westerly of State Route 27.	Bridge	16	181	Bridge	145,000
225	Fryeburg Replacement of the deficient Walker Bridge over the Saco River located 4.04 miles westerly of the Bridgton town line.	Bridge	U.S. 302	14	Bridge	1,275,000
226*	Lewiston-Auburn To supplement funds for item 155-A, 1978-79 program. Replacement of the deficient North Bridge superstructure and some minor adjustments to the existing substructure. Two lanes of traffic will be maintained throughout the construction period. Total funds available \$2,567,000.	Bridge	U.S. 202	17	Bridge	1,017,000
227*	Lincoln Plt. Replacement of the deficient Wilson's Mill Bridge located 5.13 miles easterly of the Magalloway Plantation town line.	Bridge	16	181	Bridge	495,000
228	Turner Replacement of the deficient Turner Bridge and to improve an accident location. Beginning 0.20 mile southerly of State Route 117 and extending northerly.	Bridge Primary	4	21	0.30	1,500,000
229*	Auburn Preliminary engineering on Minot Avenue from High Street to approximately Court Street to determine project limits, scope, costs and priorities for possible future projects.	Primary		15	0.45	25,000
230*	Auburn Traffic operational improvements at the intersection of Spring and Court Streets including traffic signal update, radii relief, curbing and signing. This project is contingent on one-half of the non-federal share being provided by the local community.	Primary	11	17		75,500

DIVISION VII (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
231*	Auburn	Primary	4	15		\$ 200,000
	Traffic signal installation at the intersections of Center Street and North River Road and Center Street and Lake Auburn Avenue and preliminary engineering to evaluate traffic operational improvements along Center Street from the Union Street Bypass to Bates Street. This project is contingent on one-half of the non-federal share being provided by the local community.					
232*	Avon	Primary	4	32	Bridges	164,000
	Widening of the Avon Corner Bridge over Dickey Brook located 0.43 mile northerly of the Strong town line and widening of the Cates Bridge over Mount Blue Stream located 1.11 miles northerly of the Strong town line.					
233*	Bethel	Primary	26	17	1.30	65,000
	Construction of bikeway. Funds are provided to facilitate bicycle travel between the built-up area of Bethel with Telstar Regional High School. Beginning 0.33 mile southerly of State Route 5 at the railroad crossing and extending southerly.					
234	Chain of Ponds	Primary	27	41	0.50	395,000
	Improvements to deficient section of roadway (Ledge Hill). Beginning 1.80 miles northerly of the Alder Stream Twp. town line and extending northerly.					
235*	Farmington	Primary	U.S. 2	25	0.20	440,000
	Improvements to U.S. Route 2 beginning near Oakes Street and extending easterly to Bridge Street (State Route 43) including construction of an escape lane for eastbound traffic at the intersection of U.S. Route 2 and Oakes Street and intersection improvements consisting of channelization and signalization at the intersection of Bridge Street.					
236*	Farmington	Primary	4	32	0.60	210,000
	Improvements to facilitate the movement of traffic at the intersection of State Route 4 and the Town Farm Road located westerly of Fairbanks Village. Also, resurfacing and safety improvements on State Route 4 beginning at the junction of State Route 27 and extending westerly 0.60 mile.					
237	Farmington	Primary	Oakes Street Winter Street		0.60	650,000
	Reconstruction of Oakes and Winter Streets to provide an improved facility for the movement of traffic through the Farmington area. Beginning at U.S. Route 2 and extending northerly to an improved section.					

DIVISION VII (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
238*	Gilead-Bethel	Primary	U.S. 2	25	6.40	\$ 800,000
	Resurfacing and safety improvements. Beginning 1.84 miles westerly of the Bethel town line and extending easterly to a point 0.50 mile westerly of State Route 5.					
239	Kingfield	Primary	27	41	Bridge	50,000
	Widening of the Norton Bridge over the Carrabassett River located 0.27 mile northerly of State Route 142.					
240	Lewiston	Primary	196	17	0.40	50,000
	Traffic operational improvements along Lisbon Street between St. Croix and Cassell Streets including signal updating. This project is contingent on one-half of the non-federal share being provided by the local community.					
241	Lewiston	Primary	196	17		33,000
	Traffic operational improvements at the intersection of Canal, Lisbon and Willow Streets including channelization, signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
242*	Livermore	Primary	4	21	1.10	1,038,000
	Improvements to deficient roadway. Beginning 1.14 miles southerly of the Livermore Falls town line at end of improved section and extending southerly.					
243	Otisfield-Norway	Primary	117	19	1.20	600,000
	Continuation of improvements to deficient roadway. Beginning 0.90 mile easterly of the Harrison town line and extending easterly.					
244	Mexico	Secondary	17	180	1.00	600,000
	Improvements to deficient roadway. Beginning 1.45 miles northerly of U.S. Route 2 at the end of improved section and extending northerly. Depending on final engineering analysis and public hearing, this project may be relocated northerly.					
245*	Newry	Secondary	26	178	0.40	300,000
	Reconstruction to eliminate severe horizontal curves and to improve deficient roadway. Beginning 2.29 miles southerly of the Grafton town line at end of improved section and extending southerly.					
246*	Rangeley Plt.	Secondary	17	180	3.00	1,500,000
	Continuation of improvements along State Route 17. Beginning 0.47 mile southerly of the Rangeley town line at end of improved section and extending southerly.					

DIVISION VII (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
247*	Rangeley Plt.	Secondary	17	180		\$ 40,000
	Construction of a scenic overlook of Rangeley Lake including approaches and parking area located 2.13 miles southerly of the Rangeley town line.					
248	Auburn	Economic Growth	Hotel Rd.	0217	0.40	490,000
	Reconstruction of Hotel Road from Poland Road to the Little Androscoggin River Bridge exclusive of any bridge or rail-road improvement work. This project is contingent on one-half of the non-federal share being provided by the local community.					
249	Lewiston	Economic Growth	--	--	0.30	300,000
	Construction of a connector road between Lisbon and Lincoln Streets in the area of Essex Street. This project is contingent upon being an approved plan element and is contingent on one-half of the non-federal share being provided by the local community.					
250*	Auburn	Urban	136	0201		4,000
	Traffic operational improvements at the intersection of Main and Academy Streets including signal update. This project is contingent on one-half of the non-federal share being provided by the local community.					
251*	Auburn	Urban	U.S. 202	0204		142,000
	Traffic operational improvements at the intersection of Minot Avenue and High Street including signal update, channelization modification, signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
252*	Auburn	Urban	U.S. 202	0206		2,000
	Traffic operational improvements at the intersection of Minot Avenue and Elm Street including signal update. This project is contingent on one-half of the non-federal share being provided by the local community.					
253*	Auburn	Urban			0.60	15,000
	Preliminary engineering for a connector road between the Maine Turnpike and Hotel Road to determine project limits, scope, costs and priorities for possible future projects.					
254	Auburn	Urban	Hotel Rd.	0217	0.50	420,000
	Reconstruction of Hotel Road from the Little Androscoggin River Bridge to the Lewiston Junction Road including drainage. This project is contingent on one-half of the non-federal share being provided by the local community.					

DIVISION VII (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
255	Lewiston	Urban	Pond Rd.	0015	0.27	\$ 230,900
Reconstruction of Pond Road from Sabattus Street to Grove Street including curbing and drainage. This project is contingent on one-half of the non-federal share being provided by the local community.						
256*	Lewiston	Urban	126	0002	0.65	1,000,000
Reconstruction of Sabattus Street from Randall Road to Grove Street including installation of drainage and curbing. This project is contingent on one-half of the non-federal share being provided by the local community.						
257*	Lewiston	Urban	126	0002	0.52	79,000
Traffic operational improvements on Sabattus Street between Campus Avenue and Farwell Street including installation of new signal at Farwell Street, signal interconnector, radii relief, signing, and striping as necessary. This project is contingent on one-half of the non-federal share being provided by the local community.						
258	Lewiston	Urban	126	0002	0.35	520,000
Reconstruction of Sabattus Street from Grove Street to Pond Road including installation of curbing and drainage. This project is contingent on one-half of the non-federal share being provided by the local community.						
259	Lewiston	Urban	126	0002	0.43	523,000
Partial reconstruction of Sabattus Street from Webster Street to Campus Avenue including curbing, drainage, bituminous concrete overlay and signal modification of the Sabattus Street and Campus Avenue intersection. This project is contingent on one-half of the non-federal share being provided by the local community.						
26Q*	Lewiston	Urban	Cedar Street Lincoln St.	0008		25,000
Traffic operational improvements at the intersection of Lincoln and Cedar Streets including signal update, signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.						
261*	Lisbon	Urban	196	0401		32,000
Traffic operational improvements at the intersection of Main Street, Lisbon Road, and Webster Road including radius relief, curbing, signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.						

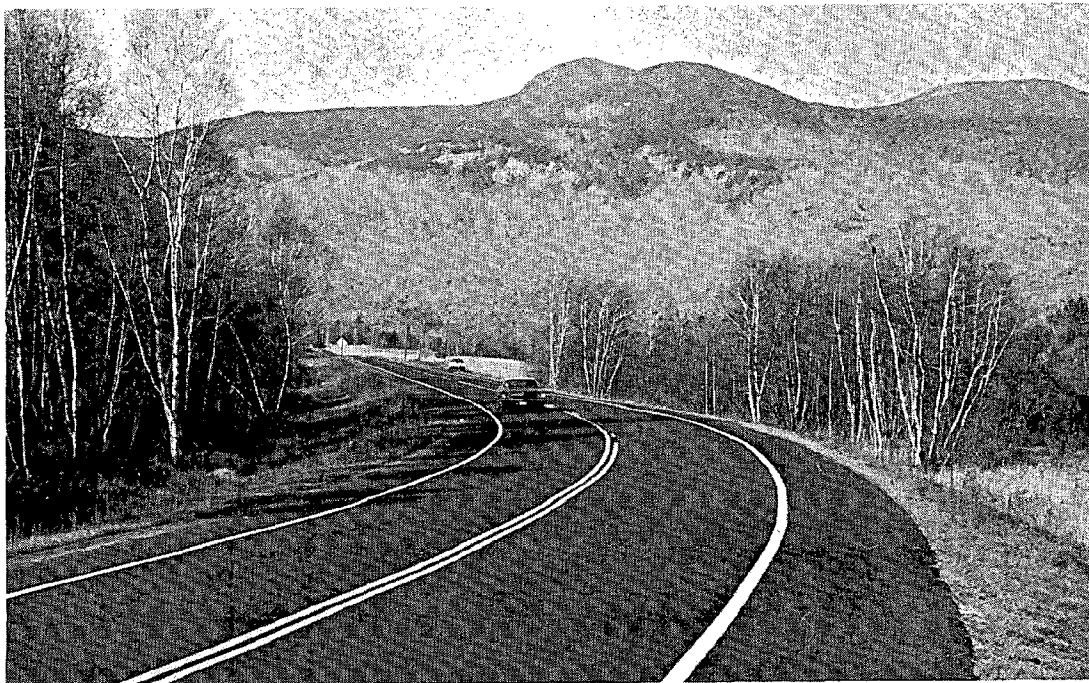
DIVISION VII (Continued)

Item No.	Location	Fund	Route	Fed.-Aid Route	Length Miles	Estimated Cost
262*	Lisbon	Urban	Webster Road 0403 Ridge Road 0400			\$ 33,000
	Traffic operational improvements at the intersection of Webster and Ridge Roads including sight distance improvement, signing and striping. This project is contingent on one-half of the non-federal share being provided by the local community.					
263*	Sabattus	Urban	126	0002		5,000
	Preliminary engineering at the intersection of Sabattus Road and High Street to determine project limits, scope, costs and priority for a possible future project to improve sight distance.					
264*	Auburn	Safety	U.S. 202	15		75,000
	Traffic operational improvements at the intersection of U.S. Route 202 and the Maine Turnpike Entrance to improve a high accident location.					
265*	Lewiston	Safety	196	17		65,000
	Traffic operational improvements at the intersection of State Route 196 (Lisbon Street) with the North Lisbon Road and Gould Road in South Lewiston including an escape lane for southbound State Route 196 traffic to improve the high accident situation at this location.					
266*	Livermore	Safety	4	21	0.10	225,000
	Traffic operational improvements at the intersection of State Route 4 and Inv. Rd. #1085 including the addition of an escape lane for northbound vehicles.					
267	Rumford	Safety	2	25		100,000
	Traffic operational improvements including channelization and improvement of sight distance at the intersection of Bridge St. (U.S. Route 2) and Franklin St.					
268*	Turner	Safety	4	21		400,000
	Traffic operational improvements and reconstruction at the intersection of State Routes 4 and 219 in North Turner to improve the high accident location at this intersection.					
269	Avon	State	4	32	2.50	75,000
	This proposal involves improvements on a limited basis to serve current traffic needs. Funds are provided to improve the structural condition of the roadway at selected locations, drainage and shoulder improvements and resurfacing consistent with the amount of funds indicated. Beginning 0.80 mile northerly of the Strong town line and extending northerly.					



DIVISION VII (Continued)

<u>Item No.</u>	<u>Location</u>	<u>Fund</u>	<u>Route</u>	<u>Fed.-Aid Route</u>	<u>Length Miles</u>	<u>Estimated Cost</u>
270	Fryeburg-Lovell Improvements to deficient roadway. Beginning 0.10 mile southerly of the Fryeburg-Lovell town line and extending northerly.	State	5	131	0.60	\$ 75,000
271*	Oxford Resurfacing. Beginning at the Mechanic Falls town line and extending northerly to the southerly junction of State Route 121.	State	26	16	2.25	67,000
272*	Oxford Resurfacing. Beginning at the Mechanic Falls town line and extending westerly to the intersection of State Route 26.	State	121	17	2.35	70,000
273*	Sumner Improvements to eliminate flooding and to improve roadway. Beginning 3.00 miles easterly of the West Paris town line and extending easterly.	State	219	169	0.50	40,000
274*	Turner Resurfacing. Beginning 1.48 miles northerly of the Auburn town line and extending northerly.	State	4	21	3.50	105,000



Route 26 at Newry.

